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### THE NEW MARRIAGE CEREMONY IN CHINA.

[BY A CHINESE.]

It is a common saying among foreign observers that love and romance, in the Western conception of the terms, are unknown in China, for the simple reason that marriages are not supposed to be founded on love and consent. In a general way such a sweeping statement seems to be true, but most people are apt to forget another aspect of the question. A Western marriage is reputed to be established on love, after Cupid has discharged his darts, because matrimony is an affair of individuals. Then why is the tale of separations and divorces in foreign countries so frequent?

In China, however, marriage is not regarded as an affair of the individuals, but as a vital concern of the family. In Chinese society the unit is the family, not the individual. The interests of the family come first, not those of the members composing it, nor of the State itself. These paramount family interests demand that the parental stock should be perpetuated, for there can be no more heinous offence than to let the family disappear altogether. Hence it is the business of the parents to see to it that early provision should be made against such a serious misfortune. Accordingly, when two young people in China enter upon matrimony, they are generally unknown to each other, and perhaps their first meeting is at the nuptial ceremony itself.

But having been yoked together for life, what are they to do? Social customs enjoin that they should obey their parents and family interests demand that the name of the family should be perpetuated. If they feel discontented, they will make life most miserable for themselves. They are powerless to change the customs, so they have to resign themselves to the situation and make the best of it. Do we wonder if love should then begin to grow between the two, especially after the arrival of an heir?

Now all this may sound intolerable to the Western lover, accustomed as he is to his *billets doux*, moonlight walks and sweet meetings; but let us remember that, bad as the system is, it has its virtues in being one of the chief factors contributory to the longevity of the Chinese race. For, it may be reiterated, if the maxim "Take care of the pence and the pounds will take of themselves" is sound, surely "Take care of the family and the nation will take care of itself" ought to be equally unimpeachable.

It may be hard for the romantic Westerner to conceive of conjugal love existing where it never had a chance to grow or develop, but in view of the fact that separations and divorces are practically unknown in the unemotional East, it is not so impossible as is generally imagined. For has not somebody suggested that if we put two people of the opposite sex together alone, however unattractive they both may be, in the end they will be mutually attracted to each other? Sir Robert Hart, or "Chinese Hart," as he is better known for his fifty years' services with the Chinese Government as Inspector-General of the Maritime Customs, has thus illustrated the contrast between Western and Chinese conjugal love: The former is like putting a kettle of boiling water on the stove and the latter is like putting a kettle of cold water on the stove and the water is cold but you apply fire to the kettle and then it gradually gets hotter and hotter. In this matter of marriage, however, an avowed disadvantage of a system which subordinates everything to the individual to the interests of the family. Naturally we find most changes in those who are most susceptible to Western influences, namely, students of the new as distinguished from the old, in the schools and universities, in the lands and universities, in the daily contact with Europeans and, cannot help noting their dissimilar modes of living, and officials who have much to do with things foreign.

In the beginning it was inevitable that just as the caged bird, when released, will soar far and high so the young generation in China would go to extremes after breaking loose from the old restraints and restrictions. That was a natural stage in the process of evolution, and, fortunately, did not last long. To-day the picture seems to be one of happy blending between the old and the new. In the more enlightened families the young people will be allowed to choose for themselves, so long as the parents are consulted in the matter. In the less progressive families the parents will still exercise initiative and arrange for an alliance, but the young people are also consulted in the final decision. Among Westerners an important functionary, social interdict between the sexes, is still limited, but he is getting to be more and more an ornamental figure, once the necessary introduction is made.

The marriage ceremony is also becoming less elaborate. If the parties are Christians, the ceremony may take place in a place of worship, which may be either a church or a Y.M.C.A. hall. Otherwise the rites may be celebrated at a private house or public institution. But the procedure is the programme observed at the fashionable wedding between the daughter of the ex-Minister Tang Hua-lung,

whose regrettable assassination at Victoria, B.C., by a Chinese barber took place lately, and the son of an ex-Civil Governor of Fukien province, at the former's residence in Peking, at noon on last New Year's Day:—

- (1.)—Music.
- (2.)—Guests enter.
- (3.)—The go-betweens (match-makers) enter.
- (4.)—The heads of the two families enter.
- (5.)—The bride and bridegroom bow twice to each other.
- (6.)—The bride and bridegroom exchange tokens and testimonials.
- (7.)—The bride and bridegroom face northward and thank the go-betweens. Two bows.
- (8.)—The bride and bridegroom thank the male guests. One bow.
- (9.)—The bride and bridegroom thank the female guests. One bow.
- (10.)—The bride and bridegroom face northward and honour the family ancestors. They burn incense, offer wine, kneel, make three prostrations, and then rise.
- (11.)—The bride and bridegroom offer respects to their parents.
- (12.)—The parents formally acknowledge the presents already received. Three bows.
- (13.)—The family elders *ditty*. Three bows.
- (14.)—Other relatives *ditty*. One bow.
- (15.)—The ceremony is concluded.

The above contracting parties were non-Christians and not reputed as Western-educated. In June of this year there occurred another interesting example of a modern Chinese wedding, also in Peking. The groom was a graduate of an English university and a professor in the Government University. The bride was a student in a missionary college in her native city and Japan. The ceremony took place in the Returned Students' Club at 2.30 p.m. By way of comparison we subjoin the following programme:—

- (1.)—Music.
- (2.)—The guests take their seats.
- (3.)—The Witness to the solemnization takes his place (stand).
- (4.)—The go-betweens take their place (stand).
- (5.)—The best man conducts the bridegroom before the Witness.
- (6.)—The bridesmaids conduct the bride before the Witness.
- (7.)—Music.
- (8.)—The Witness reads the marriage certificate.
- (9.)—The bridegroom puts the ring on the bride's finger.
- (10.)—The bride and bridegroom bow to each other. Then another bow.
- (11.)—The bride and bridegroom bow to the Witness.
- (12.)—The bride and bridegroom bow to the go-betweens.
- (13.)—The bride and bridegroom bow to the guests. (The guests stand and return the bow.)
- (14.)—The bride and bridegroom bow to their relatives. Altogether three bows.
- (15.)—Music.

Here we have the essence of marriage reforms in China, namely the judicious blending of the East and the West. The groom, as well as the best man, was arrayed in the orthodox European evening dress. The organist played the usual wedding marches from "Lohengrin" and Mendelssohn, but when it came to the indispensable rite of placing the ring on the bride's finger the symbol slipped from the groom's nervous fingers to the floor. Instead of a priest, the ceremony was solemnized by a Witness, who was in this case the Chancellor of the University and an ex-Minister of Education. The marriage certificate, in Chinese, reads somewhat as follows:—

"L.K.T., of Chihli Province, and S.J.S., of Chekiang Province, having agreed to be married to each other, on the 28th day of June, 1918, united in wedlock before the Witness T.Y.P. The affections of the two parties are overflowing and will continue through their lives. Signed: (Signed) T.Y.P., L.K.T., S.J.S., O.Y.T., and S.C."

The whole ceremony lasted only ten minutes. The company then adjourned for light refreshments, and finally the happy couple drove away in an automobile to the Western Hills for their honeymoon. All this instead of the old-fashioned formidable dinner party, to be followed by the nerve-racking ordeal of being teased in the new bedroom by the guests until the early hours of the morning—a practice often characterized by much vulgarity and brutality, immortal custom giving the teasers on this rare occasion every license to devise and mean for the unfortunate couple's embarrassment and discomfort.

Still another instructive example of a modern Chinese wedding was witnessed a few weeks ago in a southern provincial capital. The parties were Christians and the groom was a graduate from an American university. The rites were celebrated in a church, and the hero, as well as his best man, wore the orthodox morning coat, the bride being attended by four bridesmaids. But the religious ceremony over, the couple turned round and bowed to the congregation. Then a friend of the groom mounted the platform and read three congratulatory telegrams received a few hours previously, after which the procession filed out of the church and photographs were taken of the memorable group.

Can there be a better method of combining the old and the new, the East and the West? We have spoken of the best man, but it seems that in only one or two instances did the groom's friend ever avail himself of his customary Western privilege. For example, it was confessed by one of these that he made bold enough to claim the privilege simply because he had known both the bride and groom long before they were married; otherwise he would never have felt justified in his action in the existing circumstances.—The New East.

### "CHRIST'S SCORN." AROUSED BY HYPOCRISY, HARD-HEARTEDNESS AND WORLDLINESS.

Taking as his text St. Matthew c.23, vs.29, and 33, the Rev. H. Copley Moyle delivered the second of his Advent sermons at St. John's Cathedral on Sunday morning on "Christ's Character and the World's Need." His subject on this occasion was "Christ's Scorn." He said:—

The Advent season is the beginning of the Christian year. As you know, the first half of the year from Advent, till Trinity Sunday is occupied with the facts of Christ's life and death, His Resurrection and Ascension. The Christian religion is not a philosophy nor a code of morals, but a devotion to a person—the person of Jesus Christ, who is God and man. It is because of that that we are bidden to dwell on the facts of His life and death.

In Jesus Christ we find the nature of man joined to the nature of God. He brought into the world a new power, a power which man had always needed and sought but had not found. The new power which Jesus brought into the world gave to mankind the ability to wage a successful warfare against sin, and that power is ours to-day. "I am with you always, even unto the end of the world" were the last recorded words of Jesus. That is the message of Advent, that God has taken man's nature in the person of Jesus Christ and still wears that nature. He is the God-man. He can satisfy man's desire for God.

We were thinking last Sunday of the gladness of Christ. We tried to see that His character, which alone can satisfy the World's need, is many-sided. We are apt to be attracted by one side of character, and to think so much of that side that we forget the others. Let those who have found Christ as their comforter in times of sorrow realise that He is the best of friends in their times of rejoicing and mirth. If they do that their mirth will be in no way diminished, but it will be in no danger of usurping too large a place in their lives.

To-day we are to think of another side of Christ's character—His scorn. Christ could be kind and gentle, but he could also be bitterly scornful to those who deserved His condemnation. If you had not read the 3rd Chapter of St. Matthew's Gospel, you would have missed an essential aspect of our Lord's character. Notice the cutting sarcasm with which He denounces the Scribes and Pharisees: "They bind heavy burdens and grievous to be borne and lay them on men's shoulders, but they themselves will not move them with their finger. All their works they do to be seen of men." Time after time Christ repeats His taunting threat: "Woe unto you Scribes and Pharisees, hypocrites." He calls them "fools and blind," "blind guides," "whited sepulchres," "serpents," "the offspring of vipers." If ever people were cursed, Christ cursed the Scribes and Pharisees.

And what was it that aroused His scorn? It was their hypocrisy. They pretended to be what they were not. They made rules for others which they did not keep themselves. They were hard and cruel. They robbed the widows and the poor, and truckled to the rich and powerful. They were villains who posed as saints. They were content and pleased with themselves. It was their hypocrisy that made them contemptible. Villainy is bad enough, but when the villain poses as a saint no language can be too strong to denounce him.

And here, I think, a word of caution is needed. Many a man is frightened away from religion by the thought that he cannot live up to the standard which he thinks is required of a religious man; and so, rather than be called a hypocrite, he says he will make no profession of religion. A religious man is one who is conscious of his sinfulness and tries by God's help to overcome his sins, but he is far from being perfect; time and again he falls into sin, but he sins against his will through the power of evil within him and around him, and he is sorry for his sin and tries to do better. As long as he struggles against his sin and abhors it he is not a hypocrite. The hypocrisy of the Pharisees was of such a nature that they did not see their own failings. They were not men striving after a higher standard of life, but they were quite content with their own goodness. With them, religion was a matter of outward show and not

a matter of the heart, so Christ poured upon them the furiosness of His scorn. The Pharisees would account a man religious, however depraved and immoral he might be, if he were careful to carry out the laws of the rabbis as to outward ceremonial and purification. So they stand for all time as a terrible warning to religious people of the danger of hypocrisy. Pride and self-satisfaction are common enough amongst us to-day, and wherever they exist they merit the scorn of Christ.

Whether it is the pride of the regular church-attender who looks down from the pinnacle of his own respectability upon the irreligious crowd, or whether it is the man who, though baptized and confirmed, will tell you that he does not profess to be a religious man, and thinks that by saying so he is freed from the duty of fighting manfully under Christ's banner, the pride and self-satisfaction is alike in both cases and is abhorrent to Christ.

Or take the case of the philanthropic hypocrite—the man who poses as a lover of mankind, who is conspicuous in all schemes for the betterment of the race, whose name figures largely in all subscription-lists, but who makes his money by grinding the faces of the poor, by paying wages which hardly suffice to keep body and soul together, or by trading goods which bring moral ruin to those who use them, as in the case of selling spirits to native races. We can imagine how such a gentleman would be treated by Christ. His philanthropy would not impose on our Lord and he would bear the same ringing denunciation: "Woe unto you, hypocrites."

But it was not only hypocrisy that aroused the scorn and anger of our Lord. He was moved in the same way by the hard-heartedness of men. You remember how we read in the 3rd Chapter of St. Mark's Gospel that Christ was one day in a synagogue and there was there a man with a withered hand, and the Pharisees watched to see if Christ would heal him on the Sabbath day, which they might accuse Him. They didn't care for the man's need, they didn't think of his affliction, they thought only of their petty rules and how they might punish Christ for breaking them. And Christ looked round about on them with anger, being grieved at the hardening of their hearts.

Christ's scorn for those who are hard-hearted was frequently expressed in His insistence on the need for personal forgiveness of injuries. He warned us that the hard-hearted person who will not forgive a personal injury will not be forgiven by God, and in one of His parables He dwelt entirely on this point. You remember the parable of the unmerciful servant. The King forgave him the debt of 10,000 talents, but he would not be patient to the fellow-servant who owed him 100 pence, and so the King was wroth with the hard-hearted servant and delivered him to the tormentors till he should pay all that was due unto him. When, through the hard-heartedness of the Jews, the claims of Jesus were denied, His scorn was poured out upon them: "Ye are of your father, the devil, and the lusts of your father ye will do." When that same hard-heartedness made them ignore the meaning of His miracles, Christ denounced them with angry scorn: "Woe unto thee, Chorazin, Woe unto thee, Bethsaida, for ye are of your father, the devil, and ye will do." When that same hard-heartedness made them ignore the meaning of His miracles, Christ denounced them with angry scorn: "Woe unto thee, Chorazin, Woe unto thee, Bethsaida, for ye are of your father, the devil, and ye will do."

Another class of persons who aroused the scorn of Christ were those who tempted others to do wrong. His fiercest scorn was poured out on St. Peter where he would have Jesus avoid the pain and ignominy of the Cross. "Get thee behind me, Satan," were the words Christ flung at him. And, again, you remember how our Lord said it would be better for a man to have a millstone tied about him and to be cast into the sea rather than that he should make one little stone to stumble. There are people who take a fenshish pleasure in leading innocent lives into sin. They are the tempters of innocence. They are the murderers of the souls of men. If ever we find a man who is using his influence to lead others into evil, let us stand up and denounce him with all the scorn and indignation which Christ showed in such circumstances. Tenderness is out of place at such times. Kind words must give place to scorn and rebuke, and it may be that scorn will have the desired effect, and the man will turn with shame from his evil way.

Another class of persons who earned the scorn of Christ, were those people who were altogether worldly. "Go ye and tell that fox" was the introduction to His message to Herod. Again, in the parable of the rich fool, the man who had made his money and intended to have a good time was addressed by God with contempt and scorn: "Thou fool, this night thy soul shall be required of thee." Christ had nothing but scornful contempt for those who lived for this world only. He never excused the worldly spirit, but denounced it without mercy.

Let us learn, then, from Christ's scorn that there are times when we, too, must denounce evil. But let us remember that we cannot look into a man's heart as Christ could, so we must not be too ready to denounce. The history of religious wars, and of the Inquisition, warns us how easy it is to carry the spirit of denunciation to far. The scorn of the man who is perpetually denouncing others ceases to move us. Christ's fierce scorn was the scorn of one who was by nature kind and loving, but yet could reject the hypocrites, the hard-hearted, the tempters, and the worldly from His Kingdom.



# AIRMAN'S EXPERIENCES IN FRANCE.

## LETTER FROM LIEUT. CHATHAM.

The following extract from a letter written by the youngest son of the Hon. Mr. W. Chatham, M.C., dated September 24th will be read with interest. Three sons of Mr. Chatham are lieutenants in the Royal Air Force.

"I expect you will be astonished to see that I am back in England again, but I had the misfortune to have a nasty crash on the aerodrome owing chiefly to a nervous breakdown in the air, I think. I had hardly recovered from the effects of the previous crash when I came down just behind the line near B—'s balloon at Neuville St. Vaast, between Arras and Bethune. The C.O. told me that my nerves weren't nearly good enough to stand the strain of scout work so he advised me to try night-flying as it is a steadier kind of job and not nearly so strenuous. He recommended me for a course in it and I came back here about 10 days ago to be instructed in the art.

As for accidents, I've been on the go for two years now and, during that time, I've been down twice on fire, crashed into a tree when doing a hundred miles an hour, been lost at sea, lost in a fog and crashed into a railway bank, crashed at T— a year ago last January, besides having many forced landings which I've been lucky enough to get away with. So I've had my fair share of ill-luck accompanied with good luck in so far that I am still alive! I expect to be going back to France in about six weeks as a night-bombing pilot. I'm looking forward to it as it is quite a good job.

I get fits of nervousness usually brought on by poor sleeping which is the result of witnessing other people's crashes and thinking about them too much, I fancy. We had most appalling luck while I was with the squadron, we lost 10 fellows in a week, six of whom were killed for a certainty. As for the others, no one knows yet what their fate was.

I had the very morbid job of going up into the line to identify one of our pilots, a Capt. Bunbury, who had been shot down in flames in no-man's land but we advanced at that part of the line and his body and machine were found. I took a car up as far as possible, in fact rather too far. We went down the Arras-Cambrai Road and turned off north to Monchy-le-proux and, going down the slope out of Monchy, we got shelled a bit. They bobbed one on the road about 10 feet behind the car and we got a few bits through the hood. Just then I saw one of our balloons brought down and found out later that it was the next one to B—'s. The observer got out in his parachute all right.

It was a Hun balloon that spotted our car and ranged a battery on to it. We turned and rushed back into Monchy and put the car behind the ruins of a house and the Huns started putting small shells all round it. I started on foot then and walked about a mile up towards the line through shell-holes, trenches and barbed wire—the country is a pathetic sight, just a barren wilderness, gutted from stem to stern. There wasn't much shelling going on from the Huns—I expect they were too busy getting their guns back. We were at it strong and the shells were cracking overhead, several to the minute.

I found a corporal who directed me to Brigade Headquarters, where I found the Brigadier comfortably settled in an old Hun dug-out about 100 feet below the ground. He told me exactly where the machine was, so I struggled on, passing a stranded tank which had been hit rather badly. I at last ran into a Chaplain who was out on a search for dead. I passed quite a lot on my way up and stuck their rifles in the ground upright by their sides to call the attention of the burial parties to them. The padre took me along to Jig-Saw Wood where the machine I was in search of was, and we found it after some time, it was poor Bunbury and we carried him down to a hollow where they were starting a new cemetery and arranged for his grave to be dug.

All this ground had been won only a few hours before, so the padre and I recognised the old Hun positions. They seem to have held their line at that point with machine-guns who were installed in shell-holes just inside the wood (or rather what was once a wood but was then just a mass of stumps and fallen branches). The gunners had camouflaged steel helmets on and even the shoulders of their coats were camouflaged. They evidently stayed in their positions till the last minute because you could see

where they had taken off their coats and equipment and rolled up their sleeves and got down to it, ready to make a dash for their lives when the time came and then had rushed away and left their guns and clothes and everything behind. Not many of them got very far, they seem to have waited too long, as many of those killed had dropped on their guns. One couldn't help admiring them for their pluck. The wood had a front of about 300 yards and I suppose there was a machine-gun every five yards and several dotted about in front of the wood. I got one of the camouflaged helmets as a souvenir, it belonged to a Prussian guardsman, a huge, strapping fellow, who had been hit just below the nose and had dropped right over his gun. I noticed that several of these fellows had in their pockets armlets with the red cross on them, like those the doctors wear. I saw one fellow who actually had one on but evidently our Tommy knew too well that it was a ruse to avoid being shot at and had sniped him.

I got back to our aerodrome and felt dead-beat as I hadn't had any food all day since breakfast and it was about 10 when I got back.

I had another similar job to do—to go up and fetch a fellow who had crashed in the line in front of Lagnicourt. I went up as far as Lagnicourt in a car. The Hun was shelling pretty heavily and after we almost got blown off the road, we decided to seek cover until things quietened down a bit. I got hold of a Welsh Guardsman who showed me the way up to the Guards' Divisional Headquarters where I ran into a Staff Major who was awfully kind and took me and my driver into his dug-out for shelter. They were quartered in an old Hun Army Corps Headquarters. It was the most perfect thing in underground residences that I have ever seen. Each officer had a shell-proof office about six feet below the ground where he worked when the shelling was not too heavy. Leading from that there was a passage down about 80 feet to a dug-out which consisted of a bed-room and sitting-room. In the bed-room was a proper bed, a nice little wardrobe, a chest of drawers, and other articles. All the furniture was of polished oak and suitable for any private house. Beside each bed was a table with an electric reading lamp on it. In the sitting-room was a nice easy-chair, an electric stove and every modern convenience. Telephones were fitted in each bed-room and office.

We stayed down in the Major's bed-room till tea-time and then went up to the mess-room. It was about 20 feet below the ground, with shafts let down to ensure lots of fresh air. The walls were panelled with oak, and there were vases in which they had had flowers. All the table linen was really good stuff. General Fielding had tea with us. He had had the nearest shave that afternoon that he had had in his three years in France; a shell had pitched right in the doorway of his office where he was sitting, but it didn't explode. They dug it out and found it was a 8.2 in. howitzer shell. We had a jolly good tea—hot toast (buttered) and tea out of a China tea-pot and China tea-cups, all of which had belonged to the Hun about three days before. They had evidently had to move in a huge hurry. General Fielding said that he believed that the Kaiser had been a guest there at some time which accounted for its splendour, or that he was expected there to view a big battle which they contemplated having if we hadn't upset their plans. I might mention that there were quite a few signs of women having been present in the living quarters—the Hun is nothing if he isn't thorough! The amusing part was that he left no wine—the wine-cellar only contained soda water and empty cases of French and German wines.

In the evening the shelling lessened a bit so we found our way up to the place where the machine was, only to find that it wasn't from our squadron at all. I searched round a bit but couldn't find any sign of one of our machines. We've never heard anything more of the fellow I went in search of from that day to this. I expect he was brought down the other side of the line and was made prisoner if he was still alive.

I saw B— just before I left France—he was down charging his wireless instruments at a neighbouring squadron. He had been on the go for three days and nights and looked very fagged. He just came into our mess for about half an hour and I fixed him up with a good stiff whiskey—it was about 10 at night and he had a long drive before him so it would doubtless help to keep him warm.

# CORRESPONDENCE.

## CINEMA FILMS.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir,—Will you permit a little space for reply to "Fed-up," whose letter appears in your valuable journal this morning?

For a long time it has been the writer's conviction that the opinions expressed by "Fed-up" are shared—must be shared—by the large majority of sensible people, and, firm in this opinion, he is opening a first-class Cinema Theatre in Hongkong very shortly at which the type of "Serial" complained of will be barred. It will remain to be seen whether the public supports his venture, and proves the accuracy of the opinion of "Fed-up" or not.

It seems desirable to add two points:—(1) *apropos* the "Conundrum" for our Chinese friends—it is the Chinese themselves who are by far the principal supporters of "the penny dreadful" type of "Movie"; (2) the present writer has no cognisance whatever of the identity of "Fed-up," nor has he directly or indirectly inspired the latter's letter, pleased though he was to see it.—I am, sir, yours, faithfully,

H. W. RAY.

Hongkong, December 9th, 1918.

## "HEATHER DAY."

### CONTENTS OF THE COLLECTION BOXES.

The amounts contained in the boxes used at the "Heather Day" collection were as follows, the number of the box being given first in each case:—

1.	\$ 24.50	2.	\$ 35.20
3.	36.10	4.	66.50
5.	27.30	6.	41.30
7.	32.70	8.	40.50
9.	33.90	11.	12.62
12.	25.50	14.	12.70
15.	60.30	17.	37.00
18.	14.80	19.	50.25
20.	37.60	21.	24.75
22.	15.30	23.	29.75
24.	22.20	25.	14.25
26.	14.20	27.	63.70 & 250
28.	82.00	29.	29.00
30.	10.70	31.	82.55
32.	39.71	33.	302.90
34.	36.55	35.	119.80
36.	29.10	37.	120.50
38.	30.25	39.	21.00
40.	27.00	41.	40.20
42.	110.35	43.	33.10
44.	23.70	45.	34.30
46.	64.54	47.	25.90
48.	79.50	49.	37.73
50.	17.25	51.	256.35
52.	40.00	53.	1.00
54.	43.10	55.	53.10
56.	29.81	57.	22.40
58.	49.75	59.	24.21
60.	21.40	61.	22.05
62.	37.06	63.	24.75
64.	16.35	65.	49.90
66.	66.60	67.	64.50
71.	68.50	72.	91.85
73.	1.30	76.	166.10
77.	75.00	78.	114.20
101.	29.00	102.	25.60
103.	47.85	105.	37.45
106.	3.00	107.	16.80
108.	2.00	111.	53.60
110.	63.30	112.	66.30
118.	96.10	119.	37.40
120.	18.40	121.	26.00
122.	21.25	123.	17.40
124.	11.30	125.	54.90
126.	73.50	127.	85.75
128.	64.55	129.	232.75
130.	125.30	131.	40.50
132.	48.50	133.	280.75
135.	.20	136.	74.70
137.	59.10	138.	147.00
139.	29.40	141.	119.75
142.	1.40	143.	41.95
144.	43.45	145.	106.30
148.	33.30	147.	108.94
149.	24.20	149.	34.00
150.	30.08	152.	105.60
159.	101.90	161.	16.70
163.	22.80	163.	55.95
164.	61.40	165.	71.55
169.	1.00	167.	73.74
169.	24.20	169.	45.60
170.	42.30	171.	2.10
172.	1.30	173.	4.10
181.	369.90	182.	42.65
183.	41.90	190.	32.70
191.	26.05	192.	308.20
193.	123.00	194.	69.95
195.	16.60	196.	61.05
197.	29.80	198.	47.90
199.	23.05	200.	78.20
201.	56.80	202.	21.15
203.	20.05	204.	36.22
205.	58.60	206.	62.45
207.	64.45	208.	63.80
209.	172.55	210.	165.50
241.	30.00	242.	24.40
243.	6.20	244.	11.00
245.	13.00	246.	19.00
247.	14.70	248.	1,128.00
249.	47.85	250.	13.40
251.	19.50	252.	37.57
253.	42.30	254.	30.15
255.	40.15	256.	60.50
257.	40.35	258.	23.70
259.	348.00	260.	232.80
261.	21.80	263.	21.00
264.	36.80	267.	19.25
268.	19.02	270.	2.00
281.	25.80	282.	61.75
283.	38.25	285.	22.10
286.	30.05	287.	6.30
288.	14.20	289.	51.00
291.	31.71	294.	17.75
292.	31.98	295.	127.92
294.	125.15	296.	36.85
296.	21.40	297.	29.70
298.	43.39	299.	46.10
300.	66.55		

\$11,893.35

75.99 Proceeds of Foreign money.

\$11,944.34 & 250

# FAIR EXCHANGE. NO ROBBERY.

## DUCKS TAKE THE PLACE OF THE "OOF BIRD."

Some amusement was created at the Magistracy, yesterday, when a Chinese, who was charged with the larceny of a couple of ducks, informed Mr. C. D. Melbourne that "The European captain of a steamer owed me a month's wages and, as he could not pay, presented me with the ducks in exchange."

"Most absurd," remarked the Magistrate, "no European captain would do that."

Inspector Gerrard stated that defendant had stolen the ducks from the Yau-mati Ferry boat.

Defendant denied this, adding that he was a comparative stranger to Hongkong. Mr. Melbourne sentenced defendant to fourteen days' hard labour.

# ASSAULTING A EUROPEAN CONSTABLE.

## "A DESPERATE CHARACTER."

At the Magistracy, yesterday, before Mr. C. D. Melbourne, a Chinese was charged with being in unlawful possession of two zinc buckets and with assaulting P.C. Hudson with a view to preventing his apprehension.

Inspector Gerrard stated that on Sunday morning the constable was patrolling near the Yau-mati railway station and noticed defendant coming towards him carrying the buckets. The constable tried to arrest defendant, who thereupon assaulted him. The defendant then traversed several streets, but was eventually arrested by a Chinese detective. Defendant was a desperate character and made several attempts to escape. He had given the Police a lot of trouble.

Defendant stated that he bought the buckets from a marine hawk in Lower Macao Row, three years ago. He denied assaulting the constable.

Inspector Gerrard drew the Magistrate's attention to the fact that the buckets were quite new.

Mr. Melbourne sentenced defendant to seven days' hard labour on the first charge, and to 21 days' hard labour on the second charge.

# ALLIED BANQUET IN TOKIO.

## SPEECH BY THE FOREIGN MINISTER.

The Joint Allied Societies of Japan gave a banquet to the Viscount Uchida, and the Allied Ambassadors and Ministers, on Nov. 25th. There were seven hundred guests.

Viscount Uchida said that it was a privilege to speak before Representatives who were authorized to represent the great nations which had vindicated the reign of justice in the world. If nations' greatness were to be measured by nobility, none would deny the name of great to the nations which had brought low the arrogance of selfish power. The intricacy of modern commerce up to a few years ago had interwoven the nations in a web as a hand to keep the peace, but the insensate ambition of the German rulers defied justice, and blasphemed the spirit of right. Therefore, within four years, that Empire had been levelled, and the War Lord had become a helpless fugitive. Viscount Uchida paid a warm tribute to Great Britain, Italy, France, and the United States—in fact to all Allied countries—dwellers especially upon Russia, which he placed second on the list. He said that Russia had earned an everlasting debt of gratitude which, "under Providence, we hope to repay." He said that France, the eldest child of Europe, was glorious in peace, wonderful in distress, and magnificent in victory. While for Belgium, praise was touched by great reverence. In conclusion, Viscount Uchida said that much might be hoped for from Germany, which was most truly great when divided into peaceful German States which could work out their problems in quietude. He urged his hearers to meet the future in the spirit of generous mutual regard and self-sacrifice. "Then the family of nations would not be mere phrase, but a simple expression of fact."

Sir H. Conyngham Greene replied on behalf of his colleagues. He said influence which for a generation had prepared dreams of universal conquest, the illusions of militarism had vanished. He saluted Japan as a true and loyal comrade, and expressed the firm conviction that relations between her and the Allies would continually be strengthened. Both speakers received an ovation, especially the British Ambassador, the Japanese guests, who were largely in the majority, receiving him with tremendous applause. Viscount Uchida's references to Britain and the other Allies, each called out distinct and generous applause. He made a long reference to Italy's achievements, which, he said, were more splendid than any recorded in the annals of Rome, and this received special recognition.

# FURNISHING FABRICS

FOR  
**LOOSE COVERS**  
IN  
**CRETONNES**  
AND  
**TAFFETAS.**

WE HAVE A SPLENDID RANGE TO SELECT FROM AND SHALL BE PLEASED TO SEND PATTERNS.

ALL LOOSE COVERS ARE CUT TO MEASURED MEN AND WE GUARANTEE PERFECT FIT.

TELEPHONE 1741.

**LANE, CRAWFORD & CO.**

**Powell Ltd**  
TELEPHONE 1346

NOW SHOWING

WARM **WINTER** COMFORTS  
IN GREAT VARIETY.

HEAVY FLANNEL **SHIRTS** AND **PYJAMAS.**

**UNDERWEAR** IN ALL WEIGHTS & SIZES.

OVERCOATS, DRESSING-GOWNS, GLOVES.

SWEATERS, SOCKS, SLIPPERS, ETC.

**EVERY GARMENT GUARANTEED.**

# SHING KEE CO.

SODA MERCHANTS,  
IMPORTERS AND EXPORTERS  
OF

Caustic Soda, Soda Ash, Murate of Ammonia, Silicate of Soda, Refined Bicarbonate of Soda, Mineral Water, and Soda Crystal, Bleaching Powder, Sulphur Acid, Sulphate of Ammonia, etc. etc.

ALWAYS IN STOCK.

No. 23, DE WALKER ROAD, WEST, HONGKONG

# FOOK LEE & Co.

Established 1871.

**IRON & STEEL PRODUCTS, HOUSE & SHIPBUILDING & ENGINEERING MATERIALS.**

HEAD OFFICE: Nos. 2a, 3 & 4, Hillier Street, Phone 1174. BRANCH OFFICE: York Building, Chater Road, Phone 1980.

PRICE SENT ON APPLICATION.

**BEFORE LEAVING FOR HOME**

ON A HOLIDAY

ORDER THE

"HONGKONG WEEKLY PRESS"

TO BE SENT TO YOU, AND SO

KEEP IN TOUCH WITH THE FAR EAST.

ALL THE NEWS OF THE WEEK FULLY RECORDED

Including the Movement of the Local Markets

4 PAGES

24 PAGES

24 PAGES



## INTIMATIONS

ANDERSEN, MEYER & CO., LTD.  
4-5, YUEN MING YUEN ROAD,  
SHANGHAI.

## NOTICE

WE HAVE This Day appointed Mr.  
F. W. COX Manager of our  
Hongkong Office.  
ANDERSEN, MEYER & CO.  
Shanghai, November 15th, 1918. [3770]

## FOUND.

IN Kowloon, a long haired Black and white  
DOG. Breed uncertain. Licence No.  
743.  
Owner can have same by applying at the—  
PALACE HOTEL Kowloon. [3785]

## NOTICE OF REMOVAL

MR. JAMES STEER, chronometer,  
clock and nautical instrument re-  
pairer, notifies his patrons that he has  
removed from No. 4, D'AGUIAR STREET,  
to No. 9, ICE HOUSE STREET.  
JAMES STEER. [3743]

## FOR SALE—CHEAP.

YACHT "COLLEEN" Same design as  
"DIANA" and "DOROTHEA".  
Apply—  
H. E. POLLOCK,  
Princes' Buildings. [3768]

**NEWINGTON COLLEGE,**  
STANMORE, SYDNEY,  
NEW SOUTH WALES, AUSTRALIA  
Founded 1853.

Head Master, Mr. C. J. Prescott, M.A. (Oxon).  
Assisted by an Experienced Staff.

1. Classical Side, for the University and the Professions.
  2. Modern Side—Commercial and Scientific.
  3. Boarding School. Twenty acres of land, with Cricket Oval, Gymnasium, Swimming Bath, Carpenter's Shop, Physical Drill, etc.
- Three Wigram Allen and Schofield Scholarships and Four Open Scholarships.
- Every attention given to the welfare and comfort of Boarders.
- Prospectus on application to Messrs. David Farr & Co., Accountants for the Trustees—350, George Street, Sydney.
- References permitted to the Hon. the Minister for Education—Sydney. [3573]

## HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that  
PROVISIONAL CERTIFICATE No.  
43/324, dated Hongkong 1st July, 1907, for  
Five Shares numbered 35159 to 35163  
inclusive, all Registered in the name of  
ANATOLY MAXIM HAYEV, has been LOST  
or STOLEN and should this Provisional  
Certificate not be produced to the Bank  
before the 5th January, 1919, a new Certificate  
for the Shares will be issued and the aforesaid  
Provisional Certificate No. 43/324 will there-  
after be treated by this Corporation as Null  
and Void.

By the Order of the Court of Directors,  
N. J. STARR,  
Chief Manager.  
Hongkong, December 5th, 1918. [3765]

## PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of  
this Public Auction Sale, to  
be held on MONDAY, the 18th day of  
December, 1918, at 3 P.M., at the Office  
of the PUBLIC WORKS DEPARTMENT,  
by Order of His Excellency the OFFICER  
ADMINISTERING the GOVERNMENT, of One  
Lot of CROWN LAND at Yau-mai-tai,  
in the Colony of Hongkong, for a term  
of 75 years, with the option of renewal at a  
CROWN RENT to be fixed by the Surveyor  
of His Majesty the King, for one further  
term of 75 years.

## PARTICULARS OF THE LOT.

No. of Lots	Boundary Description	Area	Frontage	Depth	Area	Frontage	Depth	Area	Frontage	Depth	Area
1	Lot 1, bounded by the sea on the north and east, by the road on the south, and by the road on the west.	70	70	45	45	45	45	45	45	45	45
2	Lot 2, bounded by the sea on the north and east, by the road on the south, and by the road on the west.	70	70	45	45	45	45	45	45	45	45

## CHRISTMAS GIFTS

Stockings,  
XMAS BASKETS,  
Stamp Bags and Packets,  
DOLLS! DOLLS!! DOLLS!!!  
Celluloid Toys,  
TINKERPIN,  
Educational Games,  
TINKERTOYS,  
Educational Board,  
&c. &c. &c.

**GRACA & CO.**  
No. 10, WINDHAM STREET,  
HONGKONG.

P. O. Box 630.

## TO LET

## GROUND TO LET.

AT WHITFIELD ROAD, CAUSEWAY  
BAY, next to our Glass Factory,  
consisting of 10,000 Square feet, suitable for  
storing Coal, &c. From January 1st, 1919.  
Apply to—  
KWONG SANG HONG, Ltd.,  
246, Des Voeux Road Central. [3747]

## TO LET.

A SHOP in Nathan Road, Kowloon.

Apply to—

HUMPHREYS ESTATE & FINANCE  
Co., Ltd.,  
Albion Buildings. [3000]

## TO LET.

HOUSES on Shamone, Canton.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY Co., Ltd. [38]

## FOR SALE.

GALESEND, 109, THE PRINCE, Six Rooms  
Grass Tennis Court, immediate  
possession.  
Apply—  
G. H. GALE,  
Public Works Department. [3653]

## WANTED.

HOUSE or FLAT, Furnished or  
Unfurnished, Peak or Upper Levels  
from January.  
Apply to—  
J. W. WHITE,  
F.W.D. [3763]

## G. R. NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian  
desiring to leave the Colony should  
apply in person at the CENTRAL POLICE  
STATION between the hours of 9 A.M. to 1 P.M.  
and 2 P.M. to 4 P.M. daily.  
Applicants will be required to produce  
Passports or identification papers.  
All persons with certain exceptions who  
remain in the Colony for more than 7 days  
are required to Register themselves under  
the REGISTRATION OF PERSONS  
ORDINANCE, 1918.  
Forms of Registration giving the particu-  
lars required may be obtained at the  
G.P.O. and at all Police Stations.  
The Penalty for non-compliance is a fine  
not exceeding \$50.

## SEAMEN'S INSTITUTE.

31, PRAYA EAST, HONGKONG.

ALL DEPARTMENTS of the above are  
now OPEN after extensive repairs.  
Reading and Writing Rooms, Billiard  
Room (two tables), Restaurant, Concert Hall  
and Meeting Room.  
Sleeping Accommodation—33 Cabins and  
70 Beds in Dormitories.  
All men of the Mercantile Marine, H.M.  
Navy and Army are welcome to use the  
Institute.  
MANAGERS. [3539]

## A COMPLETE AERATED WATER PLANT FOR SALE.

THE MACHINES are made by Messrs.  
Bratby & Hinchliffe, Ltd., Manchester,  
and guaranteed in perfect working order.  
This complete plant will turn out 2,400  
dozen Aerated water per day, purchasers to  
take over about 6,000 dozen bottles at cost  
price.  
Apply by letter—  
"AERATED WATER PLANT,"  
Care of Hongkong Daily Press,  
or  
Care of General Post Office,  
Box No. 328. [3746]

## DAIRY FARM NEWS

## CHRISTMAS ORDERS

## FOR OWN FED TURKEYS

should be booked with us early  
to avoid disappointment.

Birds supplied alive or killed  
and dressed as required.

## FRENCH LESSONS

G. MOUSSON.

15, MORRISON HILL ROAD.

## INTIMATION

HIGH CLASS  
CONFECTIONERY  
CHOCOLATES

A Fine Variety of Delicious Confections.

CHESNEY'S EXQUISITE  
CHOCOLATES

The "BENDOLLER GIRL"  
Assorted Chocolates Nuts and  
Fruits with Cream.

"BENDOLLER" CHOCOLATES  
"MAISIE" CHOCOLATES  
"GOLDEN GATE" CHOCOLATES

PURE SUGAR  
CONFECTIONERY

of the Finest Quality.  
BUTTER SCOTCH BALLS,  
OPERA MINTS,  
ASSORTED SATINES,  
SPECIAL SATINETTES,  
GOLDEN KISSES,  
RAINBOW BALLS.  
AT VERY MODERATE PRICES.

A. S. WATSON &  
CO., LTD.,

HONGKONG.

TEL. 15.

[19]

HONGKONG OFFICE: 104, DES VOEUX ROAD, C.  
LONDON OFFICE: 121, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, DECEMBER 10TH, 1918.

RECREATION GROUNDS FOR  
THE COLONY.

In one of his amusing sketches illustrating  
the foibles of ourselves and our  
neighbours, "Mr. PUNCH" depicted  
recently a solemn looking German haus-  
frau asking her corpulent spouse why,  
after all the privations that they had  
endured, he so dreaded the probable  
victory of the British. The reply, in the  
imitable broken English which the  
national humourist usually places in the  
mouth of the Germans, was that it would  
be simply awful to be made to play that  
absurd British game called cricket! The  
little skit, if exaggerated, contains a  
great truth. Though it may be question-  
ed whether the Duke of Wellington ever  
actually said that the battle of Waterloo  
was won on the playing-grounds of Eton,  
we of this generation know what has  
happened in our own time. The British  
have won something greater than any  
material success over the Germans. Our  
soldiers and sailors, of every rank, have  
maintained their reputation for "play-  
ing the game" even though the stakes  
were life itself. They realised that,  
beyond all else, they were the trustees  
of the national honour. Nothing will im-  
press posterity more than the sharp con-  
trast between British and German  
methods of warfare and diplomacy dur-  
ing the great struggle. Time after time  
the Germans "hit below the belt" and  
proved that they were not sportsmen.  
Treachery, such as they frequently prac-  
tised when offering themselves as pri-  
soners; deliberate lying, such as they  
constantly resorted to as politicians;  
horrible cruelty and vandalism such as  
they were guilty of as conquerors, all  
proved beyond doubt that they had never  
learned the meaning of that phrase, dear  
to every British sportsman, "play the  
game."

Visitors to the Far East who have  
gained merely a superficial acquaintance  
with local conditions have been known to  
return to Great Britain and lament, in  
print, the trade opportunities lost by the  
British resident through devotion to  
sport. We hold no brief for the man who  
thinks that amusement is the only object  
of life, but there is a very great deal of  
truth in the old adage about a sound  
mind in a sound body. Like all good  
things, when carried to excess, a love  
of sport may become almost a vice. On  
the other hand, we can see around us  
every day practical examples of men who  
would be much happier themselves and  
much more popular with their fellows if  
they took recreation in the open-air.  
Asiatics, especially, have a very great  
deal to gain by experience in "team  
work" and in the give-and-take experi-  
ences of manly games. It is, therefore,  
essential that with the expansion of the  
Colony there should be an increase in the  
space reserved for recreation purposes.  
We are of opinion that there have been  
occasions in the past when the Govern-  
ment has been rather short-sighted in  
this matter. The Director of Public  
Works appears to have the allocation of  
public spaces, such as the ground at  
Happy Valley, at his disposal, and we  
appeal to him to submit a complete and  
comprehensive scheme of expansion to the  
Legislative Council. In our issue of  
Saturday we mentioned that a Chinese  
correspondent had complained of the  
danger caused by the restricted space,  
and we took the opportunity to endorse  
his complaint concerning the stray golf-  
balls. It is, indeed, surprising that had  
accidents have not happened. The  
diminutive golf course is not without  
excitement, and even danger, when only  
golfs are on the Happy Valley ground,  
for there are always people sending balls  
in opposite directions. When, in addi-  
tion to golfers, there are cricket and  
football matches in progress the luckless  
golfer needs the skill of a professional  
to avoid sending his ball in the midst of  
players of other games. Moreover, it is  
a remarkable fact that there are  
generally numerous children and amahs  
congregated in the vicinity of the bunkers  
on holiday afternoons, ignorant of the  
fact that bunkers are usually placed by  
a wily committee in the position most  
likely to stop a golf ball in its flight.

A wonderful opportunity has been lost  
at Happy Valley by allowing a terrace  
of houses to be built there. Even now  
we are not sure that the whole subject  
should not be carefully examined and  
reported upon by an independent Com-  
mittee. Perhaps the Constitutional Re-  
form Association, which has interested  
itself in the Housing Problem, will look  
into the matter. The recreation-ground  
at Happy Valley should have been ex-  
tended long ago right up to Wong-Nei-  
Chong gap, and it is at least arguable  
that even now the Government would  
be well advised to resume the property  
lying between the gap and the race-  
course. We are aware, of course, that  
Morrison Hill is to be cleared and that  
a recreation ground is to be made on the  
site, but that is not enough. The Chinese  
of the Colony are acquiring a love of  
games, and this should be fostered.  
Happy Valley is the best site available  
on the island for a general recreation  
ground. We hope, however, not only  
that the space available at Happy Valley  
will be extended, but also that adequate  
provision will be made at Kowloon for  
the needs of the growing population. At  
West Point the flat area provided by the  
reinforced concrete roofs of the new  
filter-beds should be utilised for a recrea-  
tion-ground. The increased demand for  
physical recreation in the open air  
should be encouraged, and not retarded,  
by those responsible for the government  
of the Colony, and we believe that an  
expression of public opinion in favour  
of more open spaces would be sympathy-  
tically received.

A small fire broke out early yesterday  
morning in the kitchen of the Palace  
Hotel, Kowloon. An over-heated chimney  
caught fire and ignited the beams of the  
ceiling. Before the Fire Brigade could  
arrive the flames were extinguished.

The Central Council of the Society of  
St. Vincent de Paul acknowledge with  
thanks the following donations to the  
at fresco fete held on 8th instant:—  
Mr. U. Ynouye, \$10; Mr. H. Tsuda, \$10;  
Mr. H. P. White, \$100; the Boarders,  
St. Joseph's College (per Bro Almar),  
\$15; and the "Blue Bird" a quantity of  
candies.

One case of enteric fever was reported  
in the Colony on Saturday.

The *Haimun*, which arrived in Hong-  
kong yesterday from Haiphong, brought  
the news that the *Lukang*, which had  
left Haiphong for Hongkong a few hours  
earlier, ran aground in the Hainan  
Straits. The *Tung Shing* leaves for the  
scene of the accident at day-break to-day.

Gradually the regular trans-Pacific  
steamers that have been doing "war  
work" will be returning to their regu-  
lar runs. The *Empress of Japan* left  
Vancouver on November 27th for Hong-  
kong direct, but carrying no first class  
passengers, and it is understood, says the  
*N. C. Daily News*, that she is then to  
return to the regular service. The  
*Monteagle*, also of the Canadian Pacific  
Ocean Services, is to sail from Shanghai  
for Vancouver on Christmas Eve.

The American Consul-General has re-  
ceived instructions from Washington  
that hereafter import licences from the  
War Trade Board of the United States  
will not be required for shipments of  
goods in transit through the United  
States from one foreign country to  
another. Information also has been  
received to the effect that the time-limit  
on import licences covering the entry of  
goods into the United States hereafter  
will be disregarded, and a licence for  
import once forwarded to the Consulate-  
General will be good indefinitely, pro-  
vided it is not cancelled for some other  
reason than the expiration of the usual  
limit of ninety days.

HONGKONG LEGISLATIVE  
COUNCIL.

A meeting of the Hongkong Legisla-  
tive Council will be held to-day, at 12.30  
p.m.

The "Orders of the Day" are as  
follow:—

First reading of a Bill intituled "An  
Ordinance to amend further the Arms  
and Ammunition Ordinance, 1900."

TO HELP THE BLIND.  
ANNUAL SALE OF WORK.

The annual sale of handknitted articles  
made at the Home for the Blind, Kow-  
loon, commenced yesterday at the  
Rhenish Mission Chapel, opposite St.  
Stephen's College, Benham Road, and  
will be continued till Friday evening.  
The articles for sale comprise knitted  
woollen socks, waist-coats, over-coats for  
ladies, children's dresses, fancy cushions,  
ties, door-mats, and a heterogeneous  
variety of useful things, all made by the  
senior inmates of the institution. The  
little children, too, have contributed  
their quota to the sale by dressing  
several dolls.

When the sale opened yesterday morn-  
ing there was a rush of purchasers, and  
the tables were speedily denuded of their  
contents. Nearly \$300 was netted, and  
it is hoped that this sum will have  
grown into a couple of thousand dollars  
by the end of the five-days' effort.

Many residents in the Colony seem to  
be ignorant of the existence of this in-  
stitution, where the blind girls are cared  
for. Others are under the illusion that  
the "Little Sisters" who are running  
this mission use the funds for helping  
Germany. This is disproved by the fact  
that the Government, throughout the  
four years of the war, has helped materi-  
ally, by periodic contributions, to keep  
the Home in existence. At the Home in  
Kowloon 45 blind girls, between fifteen  
and twenty years of age, are cared for.  
They spend six hours a day knitting  
garments, which are sold to help defray  
the cost of maintaining the establish-  
ment. At Pokfulam, also, there is a  
school for the blind, where little girls  
are taught knitting so as to enable them  
to enter the Home when they grow up  
and to contribute their mite to the funds  
of the Institution. The "Little Sisters"  
appeal to the generosity of the general  
public to help them, but they do not ask  
for something for nothing; they hope  
that the public will make an endeavour  
to inspect the sale of work now in pro-  
gress, and either purchase articles or  
leave orders to be executed. Thus, at no  
cost to themselves, they will bring a little  
sunshine to the hearts of girls who are  
condemned to live in a world of per-  
petual night.

## HUGGING THE RAILINGS

At the Magistracy, yesterday, C. H.  
Hagland, 28 years of age, seaman of  
s.s. *Estoria*, pleaded guilty to being  
drunk and incapable.  
Defendant was discovered by a const-  
able in Murray Battery Path, hugging  
the railings and was arrested.  
Mr. Wood fined defendant \$5.

## CHINESE TELEGRAMS.

[BY COURTESY OF THE "CHUNG NGOI  
SAN P."] Peking News.

## PEKING NEWS.

PEKING, December 9th.

The Banks have demanded that the  
Peking Government shall dismiss the  
Hunan Tachun, Chang King-yew, for  
having wrongly interfered with the salt  
revenues. If the demand is not complied  
with the surplus of the salt revenue will  
be stopped next month.

The Foreign Diplomatic, on the 6th  
inst., protested again to the Peking  
Government against the "Gold Standard  
Scheme."

It is reported that the Cabinet has  
decided to ask at the Peace Conference  
in Europe: (1) that China be allowed  
800,000 regular troops; (2) that Kichow  
be returned to China and that it be made  
into a fortified port; (3) that the 7th,  
8th and 9th sections of the Treaties made  
between China and the Powers in 1900  
be amended; (4) that the expense in-  
curred in internment Austro-Germans be  
met by Austria and Germany.

Hsu Shih-chang's brother Hsu Shih-  
kwong, died recently.

## CANTON NEWS.

[BY COURTESY OF THE "CHUNG NGOI  
SAN P."] Canton, December 9th.

## LACK OF PROTECTION.

The American Consul has complained  
to the Tachun that the Standard Oil  
Company has suffered numerous piracies  
in the province and has asked that more  
adequate protection may be given to the  
interests of foreigners.

The British Consul has also reported  
to the Tachun that a British doctor in  
the "San Sai Hospital" in Fatsan has  
received a letter from certain bandits  
threatening his life if a sum of \$3,000 is  
not paid.

## THE PROVINCIAL ASSEMBLY.

The Tachun has ordered that the  
election of new members for the next  
term of the Provincial Assembly, shall  
be carried out as soon as possible. It  
will be remembered that the members of  
the Provincial Assembly have protested  
against the election, but the Tachun has  
ordered the Civil Governor to take no  
notice of such protests.

## HOSPITAL FOR LEPROS.

An American has decided to establish  
a hospital for lepers in Kwangtung. A  
site has been found in the Heungshan  
district and the work will be commenced  
shortly.

CHRISTMAS CHEER FOR THE  
SERVICES.

Since the establishment of the Terri-  
torials' Entertainment Fund three years  
and a half ago it has been usual to pro-  
vide special Christmas fare for the men  
of the Services in our midst. We have  
great pleasure in again making an appeal  
to the public to contribute to the same  
object through the Services' Entertainment  
Fund, which has continued and extended  
the work of its predecessor during the  
past two years. It is estimated that a  
sum of about \$1,500 will be required, and  
towards this, the Hon. Treasurer of the  
Fund, the Rev. F. G. B. Hastings, R.N.,  
Naval Dockyard, has already received the  
following subscriptions:—

Mr. W. A. Dowley	£50
Mr. H. Hancock	50
Mr. E. Howard	50
Mr. E. Ormiston	50
Dr. F. Keyt	10
	£210

## A FEARLESS CLASS.

At the Magistracy, yesterday, before  
Mr. C. A. D. Melbourne, a Chinese  
hawker was charged with hawking vege-  
tables outside the market limits.

Defendant stated that he had only  
lately arrived in the Colony and did  
not know the regulations.

Inspector Gerrard informed the  
Magistrate that the same percentage of  
hawking cases occurred in Yau-mai-tai  
at the present moment as in previous years.

Mr. Melbourne, after warning de-  
fendant and fining him \$2, remarked:  
"I think \$2 will frighten him; he will  
not like to come into Court again."

Inspector Gerrard was of an opposite  
opinion. "Oh, no!" he said, "Nothing  
will frighten these Chinese hawkers."



# THE WAR.

## THE GERMAN GOVERNMENT AND THE KAISER.

### PEACE TREATY TO BE SIGNED IN APRIL

#### STRAINED RELATIONS BETWEEN SWEDEN AND RUSSIA.

##### LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

##### ANOTHER INTER-ALLIED CONFERENCE.

FINAL PEACE TREATY TO BE SIGNED IN APRIL.

PARIS, December 7th.

A Havas message says:—

It is stated that the Inter-Allied Conference on the peace preliminaries begins in the Paris Foreign Ministry on December 17th, after the official reception to President Wilson.

The British representatives will be Mr. Lloyd George, Mr. Bonar Law, Mr. A. J. Balfour, and Mr. C. N. Barnes.

The Italian representatives will be Signor Orlando and Baron Sonnino.

France's representatives will be three members of the Government, to whom will be added a fourth negotiator from outside the Cabinet.

The work of the Inter-Allied Conference will be finished about January 15th and the peace preliminaries proper will then begin with the German plenipotentiaries.

The final treaty will be signed at the end of April or beginning of May.

##### EARLIER CABLES.

##### FURTHER PARTICULARS.

LYONS, December 8th.

The *Echo de Paris* states that the Inter-Allied Conference for framing the preliminaries of peace opens at Paris on December 12th, after the official receptions of President Wilson and the King of Italy.

The French Council of Ministers has not yet decided upon a choice of French Plenipotentiaries, but there is reason to believe that the names of the negotiators will include the most prominent members of the Government.

It is probable that the work of the Inter-Allied Government Conference will be finished on December 15th, after which the preliminaries, properly speaking, with the addition of the German Plenipotentiaries, will commence.

French Wireless.

##### LATEST CABLES.

##### THE ALLIED OCCUPATION.

PRESIDENT POINCARÉ'S VISIT TO METZ.

PARIS, December 7th.

A Havas message says:—

The President of the Republic tomorrow, Sunday, pays his first official visit to Metz, and on Monday will visit Strasbourg. A large number of Deputies, Senators and members of the Government will be present. A military review will be held in both towns.

PARIS, December 7th.

A Havas message says:—

An official Note issued in Paris last night confirms the arrival of President Wilson in Paris next Saturday. He is standing in Brest on Friday.

##### EARLIER CABLES.

##### BELGIANS REACH NEUSS.

LONDON, December 8th.

A Belgian communiqué states:—Our cavalry division reached the Rhine and occupied Neuss and Crefeld. Our infantry reached a line from Wassenberg to Rael and Jachels.

Sir Douglas Haig reports that our advanced troops entered Cologne on the night of the 8th inst.

##### TROUBLE AT MAYENCE.

LYONS, December 7th.

A despatch from Zurich states that trouble has broken out at Mayence. Military stores have been looted and several casualties have occurred.

French Wireless.

##### GRAVE DISORDERS AT COLOGNE.

LYONS, December 7th.

There have been grave disorders at Cologne.

##### LATEST CABLES.

##### BELGIAN MAJESTIES IN PARIS.

"A DAY OF GREAT PERSONAL TRIUMPH."

PARIS, December 7th.

A Havas message says:—

The second day of the visit of the King and Queen of Belgium was, like Thursday, a day of great personal triumph.

The Sovereigns have been as much occupied with visits of charity as of ceremony.

The King motored to a Belgian military hospital, and the Queen visited the Church of St. Gervais, which was struck on Good Friday by a German shell.

In the afternoon they held a reception at the Hotel de Ville.

Amid an extraordinary burst of cheering they left Paris on Friday night.

##### EARLIER CABLES.

##### THE FUGITIVE EX-KAISER HOLLAND INFORMED OF GERMANY'S DECISION.

LYONS, December 7th.

The German Government has decided not to oppose the demand of the Entente that the ex-Kaiser and the ex-Crown Prince shall be brought before an Inter-Allied Court to answer the accusations formulated against them.

Germany has already notified Holland accordingly.

##### SWEDEN AND RUSSIA.

##### SERIOUS TROUBLE BREWING.

STOCKHOLM, December 8th.

The Swedish Government has recalled their Consular and Diplomatic Representatives from Russia, except two officials at the Legation, and have also withdrawn the privilege of dispatching and receiving couriers from M. Vorovsky, the Soviet Government's Representative at Stockholm, because he abused the privileges by importing Bolshevik literature from Russia.

The Government have suggested that M. Vorovsky and other Soviet members of the Legation should leave Sweden.

The Swedes in Russia have been advised to return home.

##### PRESIDENT OF CZECH REPUBLIC.

LYONS, December 7th.

The President of the Czech-Slovak Republic, M. Thomas G. Masaryk, has arrived in Paris.

##### TROUBLOUS GERMANY.

TWO MOVEMENTS AGAINST THE GOVERNMENT.

LONDON, December 8th.

The situation in Berlin is not clear, but apparently there are two movements, firstly, a Spartacus attempt to seize power, secondly, the Soldiers against the Socialist-Extremists.

##### SPARTACUS COUP FAILS PITIFULLY.

PARIS, December 8th.

A telegram from Zurich states that the Bolshevik coup d'état in Berlin, planned by Herr Liebknecht and the Spartacus Group, failed pitifully.

The Government troops used their weapons, especially machine-guns, ruthlessly. Herr Liebknecht's forces, who were also armed with machine-guns and bombs, were utterly routed, and fled in disorder, abandoning a great number of killed and wounded men. The losses among the Government troops were slight.

Herr Liebknecht has stated that he intends to rally his forces, so it is possible that fighting will be resumed.

##### DEMONSTRATION AT MUNICH.

COPENHAGEN, December 8th.

A telegram from Berlin states that returned troops, headed by officers, with Imperial flags, demonstrated at Munich, demanding the convocation of the National Assembly.

##### SURRENDER OF GERMAN AEROPLANES.

TWO THOUSAND HANDED OVER.

LONDON, December 8th.

The surrender of 2,000 German aeroplanes is proceeding and it is expected that it will shortly be completed.

##### WAR PRISONERS.

REPATRIATION FROM GERMANY.

LONDON, December 8th.

Two thousand one hundred and ten officers, 58,094 of other ranks and 9,758 civilians have been repatriated to Britain since the Armistice.

##### BRITISH FLEET RETURNING.

SQUADRON ARRIVES AT COPENHAGEN.

LONDON, December 8th.

Three British cruisers and nine destroyers have returned to Copenhagen from the Baltic.

##### BRITISH SHIPPING.

GREAT WAR SERVICES.

LONDON, December 8th.

The Press Bureau states:—

The Shipping Controller, interviewed, said that sixty per cent. of the American troops had been carried and escorted by British ships.

To do this, every passenger steamer was removed from South Africa, with which the trade was practically killed. All fast passenger steamers were removed from India and from Australia. Our consequent loss of essential imports exceeded a million tons. The Dominions bore the hardships of isolation uncompromisingly.

##### THE GENERAL ELECTION.

MR. LLOYD GEORGE'S CAMPAIGN.

LONDON, December 8th.

Mr. Lloyd George, in a speech devoted to the defence of a two years' administration, referred to the hesitation, delay and nervousness of the Government at the end of 1916.

He said that there was no scramble for the chief place when the Government fell, all were anxious to pass it on to someone else.

He claimed that it was impossible for a business man's Government to be very successful.

He justified the side-shows in the Balkans, Palestine and Mesopotamia. He declared that in the last two years there had been more fruitful and progressive legislation than in any two years during the last half century.

##### MR. ASQUITH'S VIEWS.

LONDON, December 8th.

Mr. Asquith, speaking at Rochdale, agreed with the Premier's recent declaration on the subject of reparation.

He emphasised the significance of President Wilson's visit as marking a new orientation in world politics. A practical beginning of the League of Nations must be made before President Wilson returned.

The best security against the dangers besetting the Peace Conference was the maintenance of the Anglo-American understanding.

##### TRAIN DISASTER IN FRANCE.

HEAVY CASUALTY LIST.

PARIS, December 8th.

Sixty-eight were killed and 181 were injured in a collision between a leave train and another train at the station of Lothiens.

##### BIG EXPLOSION AT GHENT.

GERMANS FIENDS TO THE LAST.

GHENT, December 8th.

Sparks from an engine caused a fire which exploded a bomb hidden by Germans. Ten were killed and several injured. Considerable damage was caused.

##### THE SILVER MARKET.

LONDON, December 8th.

Messrs. Montague & Co.'s report states that there was no change in the tone of the market which shows no animation, nor is expected to do so, until the licences for export are freely granted.

The Shanghai exchange has slightly hardened.

LONDON, December 8th.

The silver market is quiet.

##### HAIG THE SOLDIER.

CHIEF OF THE ARMY WHO "HELD ON."

LONDON, December 8th.

The virtues of the pantheon of little gods, with Hindenburg at the head, worshipped by the German people has been advertised far and wide in Germany and out, but little, remarks a contemporary, has been heard of our own generals. Haig as seen by American eyes, which are often ultra-critical of British men and manners, is an even greater personality than many have recognised. The following brief sketch of the leader of our armies in the field from the *New York Times* is unusually interesting.

One of the ablest soldiers the war has produced does not speak for himself, or about himself. He praises others, and is slow to censure. Sometimes his Government has failed to send him reinforcements when his need of them was sore; but he has not complained. In more than four years of war he has always been at the front, engaged with rare respite in what may be called intensive fighting, often of the most desperate character. The wonder is that he has gone through the ordeal with a sound brain and strength apparently unimpaired. There have been three commanders of the French armies since mid-December, 1915, but only one commander of the British. Has any other soldier in history been exposed to a greater strain upon his faculties than Sir Douglas Haig has endured and triumphed over in the last three years less three months? Yet all that is known of him by Americans, and by most of his countrymen, for that matter, is that his name figures a good deal in headlines. It is impossible to dissociate him from the British Army. On September 10th Field Marshal Haig in an order of the day thanked it for its valour and devotion:—

The capture of 75,000 prisoners and 750 guns in the course of four weeks speaks for the magnitude of your efforts and the magnitude of your achievement.

For once D. Haig, so he signs his name, showed more emotion than was ever wrung from him before by success or failure. "We have passed through many dark days," he said in the address to his troops. "Please God, these never will return." This great soldier, for such he is, spoke to a little Presbyterian church behind the lines every Sunday morning, and when he speaks the name of God which is seldom, lest his piety seem ostentatious, it is with reverence. One of those dark days was April 12th of the present year, when the British Army was fighting for its life in the Ypres sector, where it had held so much, but always indomitably. Sir Douglas Haig then issued his "Back to the Wall" order of the day, in which he said with a simplicity with something of the sublime in it:—

"Many among us now are tired. To those I would say that victory will belong to the side which holds out the longest. The French Army is moving rapidly and in great force to our support. There is no other course open to us but to fight it out. Every position must be held to the last man. There must be no retirement."

What has Sir Douglas Haig not done in his four years and more in France that an accomplished and intrepid soldier should do? With Sir Horace Smith-Dorrien, his fellow corps commander, he more than once saved the British Army on its retreat from Mons. Its historian, Major Ernest W. Hamilton, says that one hundred Victoria Crosses were earned on the glorious retreat for every one given. One-third of the expeditionary army slept the long sleep in France. Smith-Dorrien, whose health broke down under the strain, and Haig, the man of iron, lived with each other in fighting rearguard actions until flesh and blood could endure no more. The escape of remnants of brigades bordered on the miraculous. "We shall have to hold on here for a while if we die for it," said Haig on one desperate occasion. The British Army was always holding on; every extrication from the German envelopment was like a forlorn hope. Smith-Dorrien, he of the eagle eye and massive jaw, was never himself again. Haig, who did not take life so tragically, lived through many dark days with gleams of glory.

The first Ypres fight was as touch-and-go as a business as anything experienced in the retreat from Mons. The 7th Division, 12,000 strong, when it left England, lost 238 officers out of 400, and 9,841 men. On the darkest day, when all seemed lost, down the Menin Road galloped Sir Douglas Haig and his smart escort of 17th Lancers, shells falling thick and fast, to encourage the faltering troops—for no other reason, the General's place being behind the line. One another day—it was at Gheluvelt—he stood on a road in consultation with Sir John French, who had given an order for the army to fall back, when a courier rode up to say that the Germans were retreating. Sir Charles Fitzclarence, an Irish soldier, had thrown a Norfolk battalion into a breach in the enemy's line and turned the tide of battle. So critical were all the Ypres fighting, so suddenly did shafts of success pierce the pall of defeat.

Haig was Sir John French's right arm, and when the veteran retired the Government, in naming the Scotsman for supreme command, reflected the hope of the army. Upon the battle of the Somme, which he fought himself with tried and with green troops, Sir Douglas Haig's fame will mainly rest. It was the hardest and the longest battle ever recorded. The enemy had to be pried out of one Gibraltar after another and driven from one Plevna after another, but ever the British Army, under the tireless and patient Haig, moved relentlessly forward. The British losses were 600,000; the German losses much greater. If the commanding General ever showed a trace of the tremendous strain nobody has made mention of the fact. The whole year of 1917, up to the November, when Haig was in

(Continued at foot of next column.)

##### TIENSIN TRAMS ATTACKED.

RESULT OF SHOOTING OF PASSENGER.

There were grave and most unfortunate happenings in the city yesterday, says the *P. and T. Times* of November 29th, the trouble beginning with the shooting of a Chinese fireman by a foreign inspector employed by the Tramway Company and culminating in demonstrations by the dead man's colleagues and other Chinese, in the course of which some 80 tramcars were attacked and more or less seriously damaged.

The greatest reticence is being observed in authoritative quarters regarding the origin of the affair, pending further investigation, and the facts that we have gleaned are mostly from Chinese unofficial, though fairly reliable, sources, says the Tientsin paper. It seems that between 1.30 and 2 p.m. yesterday Car No. 61 when about to negotiate the loop at the South-west Gate, was boarded by a Chinese fireman, in uniform. The fireman took a seat, and was requested to stand in order to make room for a passenger who had paid his fare. The fireman, being in uniform, presumably travelling free. The Chinese seemed disinclined to get up, and the inspector, a Rumanian by nationality named Buzla, took him by the coat and tried to compel him to stand up. (It is understood that when Chinese Police are availing themselves of the courtesy of free rides, they have to stand if necessary to give sitting-room for other passengers.) The fireman, who was a well-built man, considerably bigger than the foreigner, is said to have struck the latter. A struggle ensued, and the fireman was shot and killed.

There are other versions as to the origin of the quarrel, one of which is to the effect that the inspector asked the fireman for a ticket, that the Chinese pointed out he had none, and that when the latter was ordered off the car he refused to go and struck the inspector.

The passengers in the car took fright at the occurrence and ran out as quickly as possible. The inspector, it is said, then took charge and ran the car along to the tram sheds near by. He was subsequently arrested by the Chinese Police.

##### SIXTY CARS DAMAGED.

Meanwhile the Chinese firemen in the city had become acquainted with the incident, and they became greatly incensed. Arming themselves with axes, hammers, bamboo-poles, and any object useful for the carrying out of their purpose, they stopped every car travelling in the city, compelled the passengers to vacate their seats, and then smashed the windows and broke up the woodwork of the cars. The streets were crowded with people, yesterday being the day set apart by the Chinese Government, in agreement with the Diplomatic Corps, for the official celebration of the conclusion of hostilities, and many of the people caught the infection and joined the riotous firemen in wreaking their wrath on the cars. The City Police showed their excellent discipline by not only refraining from joining the firemen, but in doing all they could to stop the demonstrators. It was nearly 4 p.m. before all was quiet again, however, and by that time some 60 cars had been attacked and damaged. Practically all the passengers in the cars were Chinese, as usual, and only one instance of a foreigner having been molested by the mob has been gleaned by us. A lady attached to one of the missions happened to be on one of the cars and she was pelted with glass and other objects, but she fortunately was enabled to escape without any injury more serious than a severe shock.

By nightfall all the cars had been taken into the Company's sheds for repair. None, apparently, was disabled, though all were damaged. An inquiry was conducted into the affair at the Central Police Station, whither the inspector was escorted. The Commissioner of Foreign Affairs, the French Vice-Consul, and the Director of the Tramway Company (M. Gaillard) attended. We understand that M. Buzla was subsequently handed over to the charge of the French authorities.

front of Cambrai, he pressed his advantage. Then came a loss of ground in a surprise attack, and in March of this year began the German offensive which was to end the war. There were many dark days for a British Army overwhelmed by numbers. The "Back to the Wall" order held its ranks inviolable.

This Scotch gentleman, son of John Haig of Ramornie, in Fife, who commands 2,000,000 British and Colonial troops, is in the prime of life at 57, tall, like, well-knit, a consummate horseman, fair of complexion, blue of eye, in manner gracious, reserved but kindly. "I have rarely seen a masculine face so handsome and yet so strong," says one who tried to interview him. He shuns publicity. An industrious student of the profession of arms, it is said, that he never commanded a larger body of men than a regiment in battle before the great war. The influence of the genial Duke of Cambridge secured him a commission after he had been rejected for defective eyesight. Sir John French saved him from drowning in the Modder River in the Boer war. "Lucky" Haig he has always been called. He predicted the war with Germany in a letter to Field Marshal Sir Evelyn Wood years ago. He has refused a peerage, he is Knight of the Grand Order of the Thistle. He has lived much to his aristocratic convictions, but infinitely more to virtues of his race and to inherent soldierly qualities. He has a keen sense of humour. He is never visibly angry. Born in the purple and a favourite at Court and in Mayfair, he is a "soldier's soldier." Modest and indifferent to fame, he will be reckoned among the great commanders of the greatest war in history.

##### AN INCORRIGIBLE THIEF.

EIGHTEEN PREVIOUS CONVICTIONS.

At the Magistrate's yesterday, before Mr. J. R. Wood, a Chinese was charged with attempting to break into the domestic quarters of Messrs. Jardine, Matheson & Co.

An office-boy stated that he saw defendant going up to his room, and he sent a *foke* to shadow him. Defendant tampered with the lock of the door and was on the point of wrenching it open when the *foke* interfered. Defendant, thereupon, ran off but was followed by witness, who arrested him in the street.

Defendant stated that he ran because he saw a man following him.

The Magistrate was informed that defendant had eighteen previous convictions against him for petty larcenies, and was discharged from gaol last July.

Mr. Wood sentenced defendant to six months' hard labour.

##### BELLICOSE SOLDIERS.

BRIGADIER-GENERAL TO GIVE EVIDENCE.

At the Magistrate's yesterday, a Chinese soldier, attached to the Yunnan Army, was charged with assaulting another soldier of the same corps.

It was stated that complainant returned to his boarding house at West Point and was met by defendant, who tied him up and took him before the Chinese Brigadier-General resident in Hongkong. A charge was made against him, but was not proved, and he was set free. Subsequently defendant and seven other men assaulted him.

Mr. Wood remanded the case for the evidence of the Brigadier-General.

##### ILLIS MONUMENT IN SHANGHAI OVERTHROWN.

Shortly before 1 a.m. yesterday, says the *N. C. Daily News* of December 3rd, the Illis Monument, over the presence of which on The Bund a considerable controversy has raged these past few days, was pulled down by a large party of foreigners whose individual identity is not known, though it is stated by reliable witnesses that contrary to the story that was at first circulated, no Britons took part in the demonstration.

The monument was torn from its pedestal and no damage except that incidental to its removal appears to have been done and the hurt to the monument appears to be quite slight. The monument, which takes the form of a broken mast in bronze, with a flag and wreath of laurels was, it will be remembered, erected on a slab on each of the four sides of which are bas-reliefs and an inscription also of bronze. This was all situated on the top of three steps of granite set on ground slightly elevated above the rest of the grass plot nearest to the Public Gardens. The whole was surrounded by a square cast-iron railing. The monument itself was of hollow bronze, with a substantial iron pipe which ran the length of the mast, through the topmost slab and into a hole in the highest step. It apparently was unfixed save for a little cement round the central pipe and seemed to have been kept in position by its own weight.

Shortly after 12.30 a.m., and following a function in another part of the city a party of men said to number between 30 and 40, provided with suitable ropes, made their way to the monument, some walking and the others riding in rickshaws. They are said to have put the rope round the mast and to have tried to pull it down so that it would have fallen away from the Public Gardens, but they were unsuccessful in this attempt. Meanwhile a Chinese constable on duty, it is said, to have seen what was going on and to have started off for the Central Police Station to make a report, when he was accosted by a foreigner who spoke Chinese. The constable announced his intention to the foreigner who, however, told him that he had better wait to see what happened before reporting.

By the time this conversation was concluded the monument was down. The party had changed their mode of procedure and had pulled from the direction of the water, with the assistance of the ricksha coolies, the monument rose on one angle of the base, and fell towards the river, breaking down the railings on that side, and making a considerable hole in the turf, the softness of which seemed to have prevented any serious damage to the monument itself. The only harm done was that the bronze was planed to one or two places by the broken railings and the granite slab was chipped.

The whole party then disappeared and by the time the police arrived no one was to be seen. Shortly afterwards a party of about six men arrived to inspect the damage from the direction of Peking Road, none of these were identified as being concerned in the affair by the Chinese constables.

Yesterday a number of the Council's workmen raised the bronze monument by means of a small derrick and transported it to the stone depot on Soochow Road.

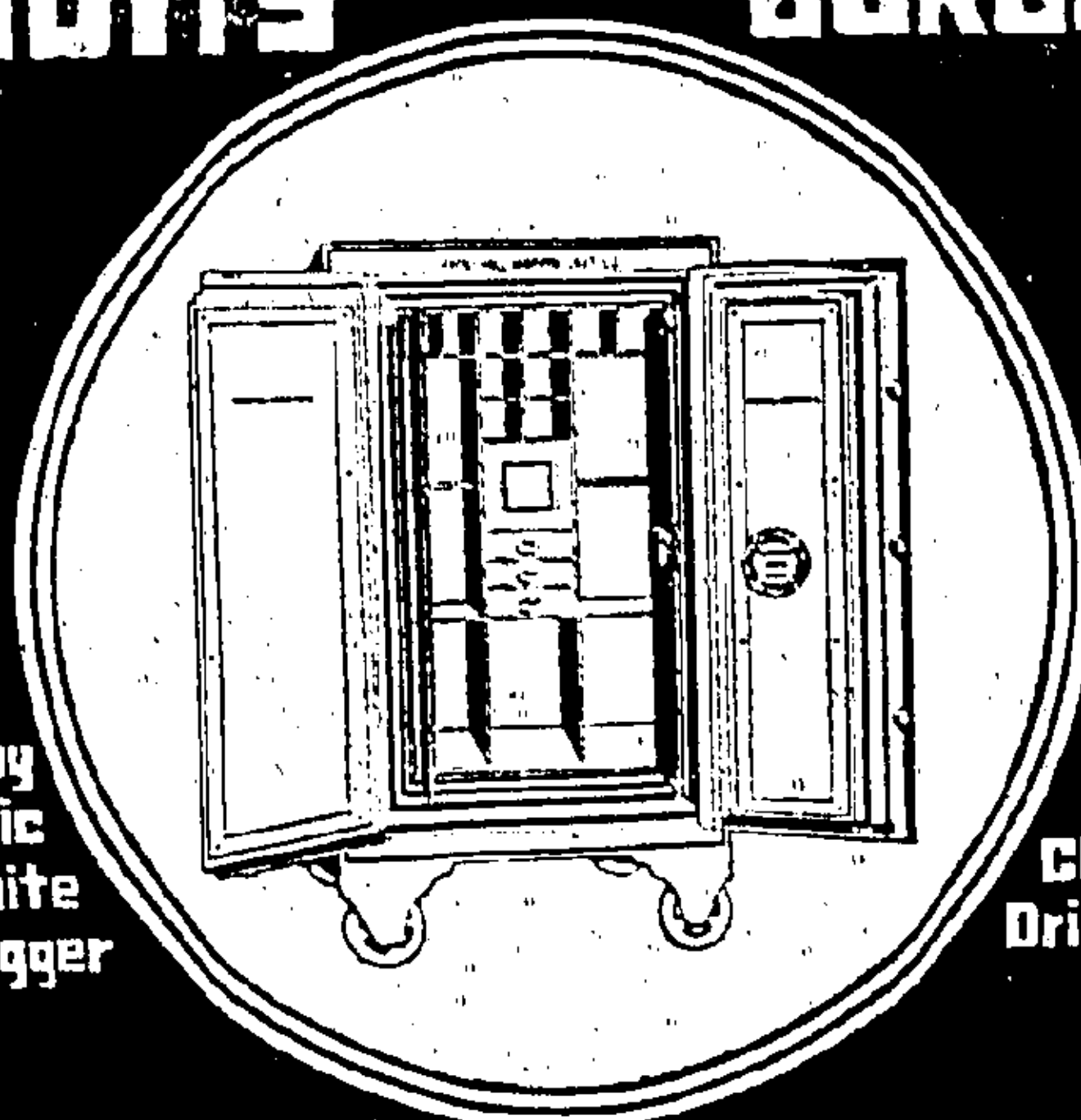
While considerable indignation is felt in authoritative quarters of the alleged nationality concerned, and investigations are being made to discover those responsible, relief is expressed that apparently no man in uniform—such as returned soldiers and the like—have been identified.

At the same time it is pointed out that other nationals have such funeral monuments in the appropriate cemetery and that the Illis monument would receive more protection by the sacredness of a similar spot than the conduct of the nation by whom it was erected seems to justify.



# PROOF AGAINST ALL FIRE BANDITS BURGLARS

Protected by  
an Automatic  
Dynamite  
Trigger



Lock protected  
by  
a five ply  
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#### DEVELOPMENT OF WATER POWER CHEAP ENERGY FOR DRIVING MACHINERY

In Great Britain proposals have been set forth for vast central-station fuel power plants at strategic points for the supply of power for all industries, so as to secure a more efficient use of coal, says the *Monetary Times of Canada*. The extraction of all by-products is being urged not merely on account of their value, which is enormous, but also because a cheap fuel will thereby become available to reduce the cost of power. A recent report by the committee on electrical trades appointed by the British Board of Trade states: "The prosperity of industries depends largely on cheap energy for driving machinery, and even a fractional reduction in price is of importance in determining the ability of manufacturers to compete in the world's markets."

Stock, too, is being taken of the water power of the British Isles. A joint board of scientific societies acting under the auspices of the Imperial Government and recruited from the highest ranks of technical men in Great Britain is studying the resources of the Empire. Recognizing the importance of water power, a strong sub-committee was appointed to take stock of its resources. Thanks to the co-operation of the Dominions, a large amount of valuable data has been secured and steps taken toward a fuller knowledge and appreciation of the waterpower resources of the Empire. While Canada leads, New Guinea, New Zealand, and Tasmania may be instance among others of the British Dominions as having great and valuable waterpower possibilities.

It may not be amiss to draw attention here to the Tata hydro-electric undertaking in India which, to those unfamiliar with tropical conditions, is truly remarkable. It is a scheme to provide approximately 100,000 horsepower for 3,600 hours per year from valleys which have hitherto been dry for nine months of the year. This undertaking depends for its water supply on the storage of the monsoon rains which it is stated, average 31 inches per day for 45 days over a period of 24 years.

This scheme, as yet incomplete, is nevertheless in operation. It was financed in India, and during the first year of operation earned and paid a dividend on its full capital.

DEVELOPMENTS IN FRANCE AND ITALY. France, until the war an importer of one-third of its coal, was faced by the loss to the country of a considerable proportion of its own mines and the rising price and difficulty of transportation for imported fuel. Promptly and in spite of many difficulties, it has proceeded with hydro developments and by the end of this year will have 1,100,000 horsepower developed, an increase of 500,000 horsepower since 1910, two-thirds of which has been secured since war broke out.

Italy, lacking coal, is an excellent field for water-power development and through the Allgemeine Electricitats Gesellschaft, the Germans secured a hold on Italian industry and by 1910, 515,000 horsepower was developed. Since the outbreak of war, the Italian Government has not merely broken the Teutonic hold, but has proceeded with an active water-power policy. A recent news item states that concessions for 800,000 horsepower were granted in 1917 and that in December, 1917, there were 218 requests for concessions, estimated at 816,000 horsepower, in course of examination.

SCANDINAVIAN ACTIVITIES. Neutral countries are well aware that they will have to compete in a much keener market after the war and there are signs of stimulated activities in the Scandinavian countries.

Information collected during 1915 by the Dominion Waterpower Branch indicated that Norway had 5,500,000 water horsepower available, of which 1,120,000 turbine horsepower was developed, 400,000 horsepower being utilized for nitrogen fixation. It would be interesting to learn if progress in Norway has been on the same scale as that reported for Sweden. The Governments of both countries are rendering every possible encouragement in the development and use of "white coal."

Denmark has practically no water power and it is interesting to note, as indicating the national importance of power, that a suggestion has been put forward for a triangular agreement whereby Norway and Sweden should export hydro-electric power to Denmark. Norway would make up any power deficiencies caused thereby in southern Sweden, where the water powers are less extensive than in the north.

Barcelona, the "Manchester of Spain," a city of 200,000, is replacing steam power by hydro-electricity, and a Canadian company has already completed a large portion of an extensive system of reservoirs and hydro-electric stations on the Noguera Pallaresa and Segre Rivers. A recent number of the *Journal of the Royal Society of Arts* reports the formation of a powerful company to exploit the Douro Falls on the Portugal-Spain frontier, where 250,000 horsepower is said to be available.

Switzerland has been called the "industrial apex" of Germany, and, in 1910, 25 per cent. of its 2,000,000 available water horsepower was being utilized.

(Continued at foot of next column.)

#### RUINED LENS.

10,000 HOUSES RAZED BY  
GERMANS.

The bill which the Germans will have to pay for their wanton destruction in France has been increased many millions by the deliberate damage they have done to the collieries of the Lens field, whence they were recently driven out by the British. The French Minister for the Liberated Regions, M. Le Brun, and the Minister of Mines, M. Loucheur, who went to Lens recently to inspect the district, report scenes of devastation that make the blood boil.

Of the 10,000 houses which constituted the garden city of Lens, formerly a working-man's paradise, not one remains standing. Every house has been deliberately razed and the gardens which surrounded most of them have been ruined for a long time to come.

The mines in every case have been flooded. The pumping alone will require nearly two years. At the great Courrières mines, where one or two pits are already in course of restoration, every scrap of the surface organization, which was reputed the best in France, has been destroyed systematically to the last limit.

Measures were taken two or three years ago to begin the work of restoration immediately after the Germans were driven out. Even in view of this foresight, however, it is not believed that coal production can be resumed in the Lens mine field before eighteen months or two years, and even then only a very small proportion of the former output will be obtainable. Experts report that at least five years will be required before the pits can be brought back to their normal output.

The mines in the Lens and Douai districts before the war produced 12,000,000 tons of coal a year. All these mines were kept working during the whole period the Germans occupied the localities concerned, and an enormous quantity of coal has been extracted, however, the mines have been systematically ruined. In order to prevent use being made of the mines which the Allies wrested from the enemy the Germans made each mine an enormous tank into which all the surface water overhead was carefully directed.

The work of rehabilitating the French mines has been taken in hand by a specially created Government department, in which are represented the owners and managers of all the collieries in the invaded districts. Thanks to community ideas and plans, the necessary machinery has been ordered, in series. Invaluable help has been given in this work by the British War Office.

It is estimated that the pits contain something like 100,000,000 cubic yards of water, which must be brought up from a depth averaging 1,000 feet. The machinery necessary for such purposes, the electric power necessary for it is estimated at 50,000 horse power. Most of the pumps have been constructed in England and with the help of the British and American troops in France.—N.Y. Times.

able water horsepower had already been developed. More recent information is not available; nevertheless, the mere fact that 29 horsepower had been developed in 1910 for each square mile of area is sufficient indication of the economic importance of Swiss water powers.

CENTRAL POWERS WELL DEVELOPED. In July last, the British Board of Trade Journal contained a special article on the proposals for the centralization and development of electric power supply in Germany as part of the reconstruction policy after the war. In Wurttemberg, the State is to participate in the administration of a scheme for the consolidation of all electricity works for the purpose of the uniform distribution of current. The Saxony Second Chamber in December, 1917, voted 40,000,000 marks for developing State electricity works on condition that light and power should be furnished at cheap rates for industrial and commercial use. In Bavaria, a syndicate has been formed to exploit the water power on the Lower Inn, backed by the Deutsche Bank and native Bavarian financial and industrial interests. This syndicate has 2,000,000 marks at its disposal for preliminary work and it is estimated that the complete scheme will require 150,000,000 marks. Another scheme, backed by the Allgemeine Electricitats Gesellschaft, of Berlin, proposes a development of Bavarian water power to be begun three months after the conclusion of peace, the estimated output being over 21,000,000 kilowatt hours. Prussia seems to be committed to the policy of State control of electricity supply.

In Austria the Government announces the establishment of a special department of the Ministry of Public Works to control the electrical system, which is to be augmented by a great development of water power. This system is to be centralized and future concessionaires, whether private or public, made to conform to the general scheme. In Hungary similar legislation is in preparation.

#### PAMPERED FINNS.

IMPRESSIONS OF THE IRISH OF  
RUSSIA.

(By HERBERT VIVIAN.)

HARAVANDA (Finnish Frontier). Most Finns are either White Guards or Red Guards—a new version of the saying, "Armed and ambushed." Black Guards both.

Like the Irish, they have long suffered from an overdeveloped sense of liberty, with the consequence that they have remained continuously a subject race. Though their rulers have tricked and cajoled them, their subjection has been very light; indeed, they have generally been pampered in the way of government. Their aristocracy was provided by the Swedes, who found them apt pupils in acquiring a surface civilisation. Indeed, their passion for learning borders almost on the ridiculous. You may see men of fifty or sixty going about Helsinki in students' caps. They are just taking up some new course at the university. Every man, woman and child in the land is chock full of book-learning, and they continue their education all through their lives without any advantage to themselves or the world at large.

They are Orientals who have never become Europeanised. Dig anywhere in Finland and you will find antiquities crudely resembling Japanese art. Look at their quaint gillyow architecture with its fantastic pillars and projections and gargoyles at their Tartar checkered and quaint slit eyes, and you realise, at once, how very remote is their civilisation. About 2,000 years ago their language resembled Hungarian and Turkish. Even now it contains scarcely a single European word. If you want to learn Finnish you must begin from the very beginning without a single clue.

The Finns' pretext for Hun sympathies is their hatred of Russians, whom they proclaim to be their traditional tyrants, much as the Irish try to regard the British. In reality the Finns like the Huns because they recognize kindred spirits. This is especially the case in the north of Finland, where they openly proclaim their hatred of the Allies. I heard of Finns molesting and insulting travellers who dared to speak English in the streets or to read English books in the train.—Daily Express.

#### FREE TRADERS AND MR HUGHES.

Views of Mr. Hughes' was the subject of an address delivered by Mr. J. M. Robertson, M.P., at the National Liberal Club in October, the occasion being a dinner of the Political and Economic Circle of the club, over which Lord Farrer presided.

Mr. Robertson said Mr. Hughes told us that one of the great principles of our fiscal policy after the war must be to keep the raw materials of the British Empire as a monopoly for the British buyer. But Mr. Hughes, as Prime Minister of Australia, had put higher duties on English goods than any other Prime Minister. As soon as the war was over we were to tell our Allies that we proposed to keep for our own needs, or at least to have the first claim upon, all the raw materials in the British Empire, and he said this was a thing to be done by a man, not by a committee. It was to be done by a dictator. Could they imagine Australia standing such a thing, even if Mr. Lloyd George were the dictator? He asked them to imagine what would have happened if the British Government had sent to Australia an Order-in-Council saying, "You are not to let foreigners go into your markets and buy the raw materials of the British Empire, but you are to get them on their own terms. There would have been an insurrection in the Dominion, and Mr. Hughes, to his great satisfaction, would have played the part of George Washington. (Laughter.) How did Mr. Hughes handle the interests of Australia? Let them take the one Australian production for which, after the war, there would be the greatest demand—wool. Mr. Hughes told them that the British manufacturer must have the first call on all the wool in Australia. He said that not only to Germany, but to our Allies. What would President Wilson say? Might he not say, "Very well; we will do the same about cotton."

How would it work in Australia if all foreign competitors were kept out of the wool market and the British buyers were to get the wool on their own terms? If they were Australian wool producers they would not have much doubt as to what the effect would be. "But perhaps what was at the back of Mr. Hughes' mind was that Australia would fix the price to her own advantage. Then, would not the British buyer go to the Argentine or anywhere else that he could get his wool? The tariff policy which Mr. Hughes appeared to advocate was a policy under which our traders were to make their profits out of their fellow-citizens, and thus be enabled to sell at lower prices to the foreigner. He could see no other meaning in Mr. Hughes' statements. He was, advising us to take a course which would lead to our commercial and financial destruction. (Cheers.)

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## WOMEN AND THE ELECTION. WHAT ARE THEY THINKING?

[BY MRS. C. F. O. MASTERMAN.]

Early in the year I was asked to take the part of the Liberal candidate at a "mock election" held to educate the new woman voters. It would be obviously unwise to generalize from one meeting; but the experience was an interesting one, with some, to me, unexpected incidents. The hall was filled by a body of women, many of whom had probably attended political meetings, none of whom had ever before exercised the franchise. The meeting was held in one of the outlying districts of London.

I began with the assertion that I was in favour of a peace by negotiation because all wars came to an end by that way. I explained that I did not mean that we should give up anything essential, but that a distinction should be made between points of honour and points of expediency. If it proved impossible to come to an agreement on points of honour it would always be possible to break off the negotiations. I gave historical examples. No one appeared to disapprove of that. I then declared myself in favour of a League of Nations, adding that a League of Nations that did not include all the Great Powers I should regard as a failure. The meeting did not appear to be upset by that either. A proposal in favour of the abolition of private trade in armaments got my first cheer. A little encouraged (a dead silence produces a rather cold atmosphere) I went on to declare myself an impatient Free Trader and Home Ruler in favour of the Colonial model. I spoke in favour of equal suffrage and of giving the votes to women at the same age as the men, and found the meeting distinctly, if amiably, hostile.

### QUESTIONS.

Questions followed. The first, by a Liberal I think, coupled together a request to "explain the League of Nations" and a query as to the amount of mothers' pensions. (I had declared myself in favour of "billeting the children on the mothers" in families that had lost their breadwinner rather than encourage the mothers to work for a living). On the question of the amount of mothers' pensions, I asserted that it must depend a little on prices, and that it should be remembered "that every penny the State gives it has to get." A Conservative questioner then asked me to give examples of what I meant by questions of honour and questions of expediency. I instanced the German Colonies as a point of expediency. She asked how could I contemplate returning their colonies to Germany "when we knew how the Germans treated the natives." I said I hoped to see the native affairs administered as a whole by an International Board, as I was not in favour of leaving the native to the mercy of commercial exploiters of any nationality. She also asked if I was in favour of referring tariffs to an international conference.

The Conservative candidate followed. She was obviously a practised speaker. Her voice and manner were excellent, but her address practically contained no definite policy whatever. She asked for a condemnation of the Liberal leaders and support for the Conservatives because the first did not and the second did "forget the war." This proposal was greeted with laughter. She pressed for protection and "keeping the colonies out," and the scepticism of the meeting became so vocal that the chairman had to appeal for a fair hearing. When she asked: "Are you going to trade with Germany after the war?" she received no response. Beyond these she had no proposals at all.

### THE LABOUR PROGRAMME.

The Labour candidate spent nearly ten of her precious twenty-five minutes in criticizing the first two speeches, after declaring her intention not to do so; and then proceeded with the Labour programme familiar to most newspaper readers. Her criticism did not receive any applause, but the programme, though inevitably compressed, was listened to very attentively, especially the part on education. Her strongest point was the power to use the phrase "my party's programme"; her weakest, the immense number of points raised, and the absence of a general principle to which they could be referred.

A real ballot box was used, and manuscript voting paper. A scrutiny proved necessary, although there were no spoilt papers. In the result the Liberal was elected by a majority of one vote over the Labour candidate, and the Conservative was twelve behind.

The general impression I received was that the meeting was impatient of rhetoric, but prepared to listen attentively to any practical proposal. Except for a question on divorce, no sex matters were discussed, nothing was asked on temperance, and nothing on the position of the women doing men's work when the men come back.

Generally the women seemed anxious for peace, although uncertain how they could get it. They welcomed any suggestion of any plan which would make war impossible for the future. They were very much concerned with what was to happen to their daily lives—the lives of themselves and their children—after the war is over. There was a consensus of opinion that this sort of meeting addressed by all three candidates would be a good innovation in a "proper election."

Meantime, women's societies might do well to organize in their several constituencies meetings on the lines I have described.

## THE AIR FORCE. THE WINGS.

[BY R. C. BAILEY.]

Flying in the nature of things has nothing to do with fighting. When the war-drum throbbed no longer and the battle flags are furled, there will be no more reason for an airman to be a good shot than for a surgeon to be a fisherman. But till then the man who flies must be a man who fights, and the pilot who is not handy with his machine-guns will not be a pilot long. So Jack Bull, though he knows all about the theory of flying, must take a course at the Armaments School before they will let him into the air. He must study the manners and customs of the Lewis gun and the Vickers, and how to treat them when they are not feeling well. He must learn what sort of a gun platform an aeroplane is, and what sort of a target the German aeroplane will make. Remember that air gunnery is a very different thing from land gunnery. In air fighting the gunner has to fire at a target in which anything but a bull's-eye is (for the all-important instant) a miss, a target moving at a speed which, in relation to his own, may vary from nothing to 250 or more miles an hour. He fires from a platform anything but stable and fixed, in a gale of wind always, and in clothes more like an Arctic explorer's than fighting kit.

If you can keep all that in mind you will understand something of what skill goes to the making of "an ace of aces," a destroyer of many German planes, and you will see that Jack Bull has a good deal to learn in his six weeks at the Armaments School. They will show him first on the cinematograph what an aeroplane looks like in front of the gun-sights, and how the gun-sights must be trained to bring it down. Then he will go to target practice at bull's eyes, and aeroplanes. The job is complex, of course. Taking aim means bringing the aeroplane as well as the gun to bear. On many machines a gun is mounted to fire through the propeller. The bullets are pumped out so that they pass through the spaces between the propeller blades, however fast that propeller is turning. It sounds like a miracle. It is one of the many modern miracles that are worked by gears. If the pilot has correctly noted the speed of his engine, the number of revolutions, the machine will do the rest, and in practice the machine does not make mistakes. The bullets are pumped into the enemy, and not a chip is torn from the propeller.

### MATERIAL.

Let us leave Jack Bull for a moment trying to understand what I, knowing my limitations, shall not try to explain, the principle of that synchronizing gear and digress. If you want to understand the Air Force problems you must know a little about material. The name of that gear is illuminating. The inventor is a Roumanian. The designer of one of the best aeroplane engines is a Spaniard. Of what France has done and is doing for aircraft construction we all know something. America, with her Liberty engine, is just beginning to push her weight into the serum. I string together a few odd facts to show that in the provision of material the whole barbarian world is taking a hand. The best brains of all the civilised nations, as well as the craftsmen of three-quarters of the industrial globe, are at work to tame the beastly. But it is a big job. Not only on the Western front does the heaten rage. Walk through a stores depot of the Air Force and you see packing cases labelled with strange names, and not by ones or twos either. To keep a squadron in the field means not merely the provision of so many machines, but the continual supply of any number of small things. One of our best engines is built up of close on 2,000 parts. The stores depot must be ready to send any one of them anywhere at a moment's notice. "For want of a nail a shoe was lost"; remember the proverb, and imagine what would happen if the depot ran out of one little washer. This engine, indeed, is highly complicated. Most types do not contain anything like so many parts. But the depot has to be equipped with supplies for a whole lot of types, and month by month almost day by day, types are becoming obsolete, so that the happy depot wakes up one morning to find that the big stock of complete engines and parts of a pattern which was in huge demand have suddenly become useless. There is no help for it. Design and construction are in a rapid process of evolution, which compresses the development of years of peace into months. To send out a pilot with the machine of 1914 would be like arming our infantry with the musket of Waterloo. The masterpieces of the other day are obsolete as the ichthyosaurs.

### GUYS AND BOMBS.

When designer and manufacturer have done their best, the Air Force has accepted the machine, it is only a recruit. It needs to be tuned up before it can be put into the fighting line. To send up a pilot with a machine and a gun which have not been brought up to the finest pitch of efficiency is mere waste of good stuff. Only the best of the best can rule the air. Anything less is a present to the enemy. So here is endless stiff work for more depots. And not the machine alone, but the gun must be put into fighting trim—which brings us back to Jack Bull and his Armaments School. For there they not only teach the pilot gunnery, but they tune up the guns. When the manufacturer has done his best the gun still needs much work. On an average the tuning-up process means fifteen hours spent on each gun before it

is fit for service. Try to imagine what a vast volume of highly skilled effort that means, and you will understand a little of the tasks which lie behind our triumphs in the air.

The gun is not the aeroplane's only weapon. Jack Bull has to learn what a bomb is, what it will do, and why, and how. You think that even a civilian has had opportunities enough of learning all that. But a bomb is a delicate and complex organism, and Jack Bull takes some time to understand its anatomy and physiology. He must also study the way in which it is slung and the way in which it is dropped. Simple again, you think, but obviously you do not want to be saluted by 200lb. of high explosive intended for somebody else. There was years ago, and somewhere not in England, an aeroplane which—but again I must do a dance among eggs. There were no casualties, and the episode still amuses the infantry who were present. How does an aeroplane going at anything from a mile to three miles a minute up against the clouds ever hit anything? There are such things as bomb sights. If the airman sets his correctly for speed, height, and force of wind the bomb will hit the bull's-eye every time, provided, of course, that he can see it, and that weather conditions will let him get over it. How they train Jack Bull to spot his target and hit it is one of the things which I am not going to tell you. We will go on with him to the training depot, where at last he flies. He has been some months in the Air Force, and never left the ground.

### FIRST FLIGHT.

You follow the education of Jack Bull with a pilot of an older generation beside you, and find him almost as surprised as you are. But while you marvel at the speed and concentration of the training, he is admiring its thoroughness. "There was nothing like this in my time," he says. "After four hours' dual control, you were really 'heaved out.' Which means, being interpreted, that after four hours' flying with an instructor beside him to prevent disaster, the neophyte was expected to manage the machine himself. The system, perhaps, secured the survival of the fittest, but by a method rather hurried. Now Jack Bull has from fifteen to twenty hours with an instructor beside him before he is allowed to venture alone. He must prove himself able to loop the loop, spin, and to 'half-roll,' that is in effect to have a sound working skill before the instructor trusts him to his own resources. At any time when they are up together the instructor will stop the engine, point out a field, and tell him to make a landing there. The result of this system is that the number of crashes recorded in the first 'solo' flight of the embryo pilots has been brought down to one. Moreover, in the old days, after a man had flown 'solo,' he was never again sent up with an instructor. Now he is not allowed more than three hours alone without half an hour of dual control for the instructor to correct the faults which he has acquired—or not lost. Each instructor has a few pupils, and the machines used are the Avro for dual control, and the S.E. 5 for single flight. How long will it take Jack Bull to learn to fly? Much depends on the weather. A spell of storms or fog plays havoc with the best of schemes. But if he is quick he may graduate in a few weeks. An average lad takes longer. A 'dud' pupil, they say, may be six or more months in training, but sometimes the 'duds' make the best pilots in the end. And then the layman naturally asks if every fellow who flies there are not some specially fit, clever enough, passing with credit through ordeals of discipline and theory, who lose themselves in the air. Such men there are. What happens to them is that they are sent on to a 'medical' or 'hospital flight.' There the doctors take them in hand. The disability may be physical. It is more likely, considering the test passed at the outset, to be psychological—low-vile, poor temperamental. As the 'case' has to answer a string of questions, which remind you of the old ordeal of the 'Confession Album.' What is your favourite amusement? Who is your favourite poet. Do you mind solitude? Such are the things the doctors want to know. And they have already established to their own satisfaction some general principles. That it takes much longer for the married man to learn to fly than a bachelor; that the boy who was a bit of a rascal at school makes the best stuff for flying; that the fellow who likes tales of adventure or sensation better than any other sort of book is to be preferred to him who has a more refined taste; that the total abstainer is to be regarded (as flying material) with distrust; and, finally, they have the most horrible suspicions of a man who says he loves solitude. I quote only a few of these dicta. Criticism from a layman's hurried observation, though from one who is something more than a layman in the study of psychology, may not be useful. But I think it should be said that some of these principles show signs of rash generalisation, from insufficient material, and that much remains to be done before we can lay down axioms about the flying temperament. The most valuable work of the hospital flight, I suspect, is done in recognition of the fact that many fellows come because instructor and pupil are by nature uncongenial, that one neophyte wants to be ridden on the curb and another on the snaffle, and that, in fine, a teacher must study temper and character.

### SPECIAL FLIGHT.

But let us suppose that Jack Bull has none of this trouble. He has done his 'solo' flying successfully, and he passes into a 'Special Flight,' where the best instructors, shots, and pilots take him in hand. You wonder, perhaps, how he practises shooting in the air. Science has not yet devised a means of flying an aeroplane for him to fire at. His target is a tiny pool. High up in the air he

(Continued at foot of next column.)

## ST. BRITAIN'S WAR MEMORIAL. SALISBURY PLAIN MENTIONED AS THE SITE.

Some time ago a movement was started for the erection in Hyde Park, London of a great monument to the near two million soldiers and sailors of the British Empire who have laid down their lives for their cause—for the cause of justice, freedom and peace—during the four years or more that have elapsed since the commencement of the present war. Hyde Park is already disfigured by several hideous memorials, which are nothing less than artistic eyesores inviting either exasperation or ridicule. It is always the gathering place of everything that is most ultra-modern and of ephemeral fashion and frivolity. As such the park furnishes a frame that would detract from the majesty and impressiveness of any memorial, especially one raised by a grateful people to those of their countrymen who have made the supreme sacrifice for their sake.

Any one who appreciates these views, will be gratified to learn that an influential movement has been inaugurated in England to transfer the site of this national, nay, imperial, memorial to the illustrious dead from Hyde Park, in London, to Salisbury Plain, which, as a great military training ground not only for British, but also for American soldiers, has done so much toward winning the war—that Salisbury Plain, which is already adorned with the grandest of prehistoric monuments, namely, Stonehenge, so suggestive of the warriors of the mother-country, before even the dawn of her history.

No great artist entrusted with the designing of a memorial there, to those who have fallen in this war, could fail to be profoundly impressed by the solemnity of the scene, and of the environment. Their influence would assuredly inspire him to produce something in keeping with that Stonehenge, which, now the property of the British nation, is to the English-speaking race what the Pyramids and the Sphinx are to the Land of the Nile. And since these Druidical stones, still erect, after all these many thousand years, in their circle, and erected to the memory of warriors of long ago, are of a granite that has endured throughout all these ages, why should not the projected monument take the form of some gigantic Celtic cross, of the same sort of stone extending its arms to the same Sun to which the menhirs of Stonehenge were raised, and marking the space of time that has elapsed between the Pagan days of Druid worship, and twentieth century Christianity—bidding, in fact, these epochs, so remote from one another!

A memorial service in honor of the dead of the present war, in Hyde Park, would have little of what was solemn about it. The solemnity of the ceremony which it is proposed to hold on each Midsummer Day would be sadly impaired by the surroundings, and by the hum and drone of the busy, restless, noisy metropolis. But can anything more solemn be imagined than a great open-air memorial service in the silence of the great Salisbury Plain, on a site midway between the great granite Celtic cross which I have just described, and a weather-beaten, weather-stained, scarred, yet always majestic and stately Stonehenge? What a scene for some future painter or poet! Surely everyone in the New World who has ever made the customary pilgrimage to Stonehenge will fall in with this idea, and lend encouragement to the movement.—Ez.

opens fire, and swoops down, pumping out lead as he comes. The rising spray tells him that he has hit. When an expert is up the spray does rise every time. After five hours well spent in the "Special Flight" Jack Bull's name is put in for one more school, where the most brilliant pilots brought back from overseas will teach him "the very latest guile," that is, the tricks which the fighting front is continually inventing. But that is a story for another time. We have come to the end of his undergraduate life—coming a good deal less than a year, so swiftly young fellows must live in these grim days.

What is the impression I have given you of these Air Force schools, in which thousands of the best of our boys are working? "The youth of the Air Force is its glory," says Lord Vair, its glory—and its worry. He was thinking of the problems of the individual. A lad not 20 may throw away two or three lives besides his own to say nothing of 21,500 worth of material—if he does not keep himself fit, if he does not obey orders, if he falters one instant. You find a man not 30 in supreme control of the physical, mental, moral training of many thousands. An exceptional instance, you say. It is no exception, but the regular order of things, that a squadron commander should be about 25. He will have 500 men under him, and what material you please. His position is roughly comparable to that of the captain of a light cruiser, who will be, let us say, half as old again, and has been training for his job thrice as long, or more. But youth is not only of the individual, it is of the whole force. Organisation, systems, are all of mushroom growth. What wonder if you find something to criticise here, there a divergence of spirit, a lack of unity? You are watching, as it were, a lad growing, body, mind, character, all in headlong development. What you see is not only of the present but for the future. Performance is as nothing to the promise. The more I studied the more I felt the intense energy, the sheer hard-thinking, the fundamental brain work, and, above all, the eager devotion which has been given to win for our country that power in the air without which there is no victory for us nor life.—Daily Telegraph.

## WHY WORRY?



"WHY worry? The War's over!" So it is. We have all heard that remark more than once, but there is much to "worry" about yet. We're not out of the game simply because the Huns have laid down their guns. What you gave on Heather Day and at the Fair is surely not the limit of your sacrifice! There are thousands and thousands of brave men condemned to pass the rest of their lives in misery unless we rally to the aid of the great work of healing. Thanks to the Army and Navy, we have had, and will continue to have, a very comfortable time in Hongkong. It is our duty then to "worry," in order that the maimed and sick, the human wreckage of the great war of Liberty, may be restored. Every one of us here owes a great debt to the men who fought and bled in the war—a debt which we can never repay. But we can show our appreciation by giving our last cent to the great work of mercy in which so many noble men and women are engaged at home. Money is urgently needed. Shall we grudge it now that the war is won? Never let it be said that our patriotism and honour pined out with the echo of the last shot. Don't say that you put every cent you had into Heather Day and St. Andrew's Fair. The War Bond Drawing is for the same cause, and its success must be written down in the annals of the Colony's giving as another endeavour to show tangible appreciation of the brilliant achievements, on the battlefield and on the North Sea, of the bravest boys on earth. Make the result a Victory Offering worthy of the Colony.

PERHAPS IT'S YOUR LAST CHANCE.



HE NEEDS IT ALL TO CURE HIS ILLS.  
**ST. ANDREW'S WAR BOND TICKETS.**

On Sale, till 31st December, at all Banks, Hotels, Clubs & Stores.

[1345]

## CANADIAN PACIFIC OCEAN SERVICES, LTD.

THE COMPANY'S CHARTERED STEAMER

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Will be despatched for SINGAPORE on or about the 15TH  
DECEMBER.

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General Agent.

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**Dr. LECLERC'S PILLS FOR THE LIVER & KIDNEYS**  
Invaluable for diseases of these important organs, Gravel, Jaundice, Biliousness, Gout, Rheumatism, etc. Price 2s. 6d. per box, or 10s. per dozen. Dr. Leclerc, 10, Rue de la Harpe, Paris. Sole Importers, Messrs. J. H. Wallace & Co., Ltd., 10, Abchurch Lane, London, E.C. 4.

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### SYRUP

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STUBBORN COUGHS

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CATARRH

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THE NEW FRENCH REMEDY  
THERAPION NO. 1  
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THERAPION NO. 3

Sole Importers, Messrs. J. H. Wallace & Co., Ltd., 10, Abchurch Lane, London, E.C. 4.

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## SHIPPING NEWS

## ARRIVALS

December 7th.  
**Sung**, British str., 1,127 tons, Capt. Barton, from Shanghai and Swatow, with a general cargo.  
 December 8th.  
**Chusong**, Chinese str., 204 tons, Capt. Jorg, from Hainan, with a general cargo.  
**Dore**, Norwegian str., 733 tons, Capt. Sigvald, from Bangkok, with a cargo of rice.  
**Fushun Maru**, Japanese str., 6,832 tons, Capt. Inasawa, from Seattle and Manila, with a general cargo.  
**Hoi Ping**, Portuguese str., 300 tons, Capt. Noronha, from Haiphong and Hainan, with a general cargo.  
**Taiher**, British str., 4,033 tons, Capt. Mackay, from San Francisco, with a cargo of fuel.  
**Taichung Maru**, Japanese str., 1,930 tons, Capt. Makoshi, from Bangkok and Kousichang, with a cargo of rice.  
 December 9th.  
**Asia**, Chinese str., 605 tons, Capt. Van den Berg, from Hongkong, with a cargo of coal.  
**Longing**, British str., 1,920 tons, from Manila, with a general cargo.  
**Manapouri**, British str., 1,288 tons, Capt. E. Jones, from Saigon, with a cargo of rice.  
**Sunang**, British str., 1,370 tons, Capt. W. L. Jones, from Shanghai, with a cargo of rice.  
**Tai Seng**, Chinese str., 402 tons, Capt. Lemos, from Haiphong, with a general cargo.  
**Tatouat**, French str., 601 tons, Capt. Ciseo, from Saigon, with a cargo of rice.

## CLEARANCES

December 7th and 8th.  
**Ali Maru**, for Shanghai.  
**Amakusa Maru**, for Keelung.  
**Azuma Maru**, for Keelung.  
**Brisbane**, for Haiphong.  
**Chong Wu**, for Haiphong.  
**E. Sang**, for Canton.  
**Hainan**, for Saigon.  
**Hong Kong**, for Haiphong.  
**Hong Kong**, for Haiphong.  
**Kiang Ping**, for Kobe.  
**Kwang Lee**, for Singapore.  
**Nam Wou**, for Haiphong.  
**Rotorua**, for Hongkong.  
**Satsuki Maru**, for Haiphong.  
**Tosco**, for Saigon.  
**Taichung Maru**, for Calcutta.  
**Tungus**, for Haiphong.  
 December 9th.  
**Akashima Maru**, for Tientsin.  
**Alfons**, for Haiphong.  
**Helios**, for Saigon.  
**Hoiping**, for Haiphong.  
**Kwai Wei**, for Tientsin.  
**Nagata Maru**, for Swatow.  
**Shum Shing**, for Kwongchowwan.  
**Sunang**, for Canton.  
**Sun Tak**, for Nagasaki.  
**Tatouat**, for San Francisco.  
**Toyotomi Maru**, for Soerabaya.  
**Tung Shing**, for Kwongchowwan.  
**Wing Hung**, for Kwongchowwan.

## STEAMER MOVEMENT

The P. & O. Company's s.s. **Dunera** left Shanghai for this port on the 8th instant with the homeward English mails, and is due here on the 11th instant at about evening.

## WEATHER REPORT

December 9th, a 12.12.—No returns from Japan and Vladivostok. Pressure has increased along the south and east coasts of China, and decreased slightly elsewhere. The anti-cyclone has extended southwards, and strong monsoon will prevail along the China coast, and over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 101.47 inches, against an average of 82.25 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District Forecast.  
 Hongkong to Gap Rock — N.E. winds, fresh to strong, cloudy, drizzling rain.  
 Formosa Channel — North winds, strong.  
 South Coast of China between the same as Hongkong and Lamock — No. 1.  
 South Coast of China between the same as Hongkong and Hainan — No. 1.

## HONGKONG METEOROLOGICAL OBSERVATION

Hongkong Observatory, December 9th

	Previous Day at 3 p.m.	On Date at 6 a.m.	On Date at 3 p.m.
Barometer	30.06	30.09	30.04
Temperature	70	68	68
Humidity	80	88	80
Wind Direction	East	East	East
Wind Force	4	3	4
Weather	cd	o	o
Rain	—	—	—

Highest open-air Temperature on 8th 71  
 Lowest open-air Temperature on 8th 61

## HONGKONG TIDE TABLE

From 10th to 18th December, 1918

HIGH WATER				LOW WATER			
Day of Month	Day of Month	Time	Height	Day of Month	Day of Month	Time	Height
Tues	10	0 44	7 0	10	8 24	1 9	1 9
Wed	11	2 0	6 4	11	9 38	2 3	2 3
Thurs	12	3 38	6 1	12	10 13	3 0	3 0
Fri	13	5 8	5 4	13	11 4	3 0	3 0
Satur	14	6 29	5 1	14	12 29	3 8	3 8
Sun	15	7 43	4 9	15	1 46	3 2	3 2
Mon	16	8 50	4 7	16	2 24	3 4	3 4
		7 42	3 4		3 3	3 5	3 5

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessel anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m" and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

## SECTIONS

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
MARSEILLE	GANGS MARU	Jap. str.	—	—	OSAKA SHOSSEN KAISHA	On 18th inst.
MAURITIUS, DELAGOA BAY, DURBAN	INDUS MARU	Jap. str.	—	—	OSAKA SHOSSEN KAISHA	On 31st inst. at Noon.
LONDON or LPOOL via SPORE, PENANG & Cto &c	KAGA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 18th inst. at 11 a.m.
SAN FRANCISCO via SHANGHAI & JAPAN, &c	EMIMO MARU	Am. str.	—	—	TOTO KISEN KAISHA	On 19th inst.
SAN FRANCISCO via SHANGHAI & JAPAN, &c	ECUADOR	Am. str.	—	—	PACIFIC MAIL S.S. CO.	On 29th Jan
SAN FRANCISCO &c	OPANEE	Dut. str.	—	—	JAVA-CHINA-JAPAN LIJN	On 17th inst.
SAN FRANCISCO &c	BRILLION	Dut. str.	—	—	JAVA-CHINA-JAPAN LIJN	On 32nd inst.
SAN FRANCISCO via SHANGHAI JAPAN &c	NABINGO	Am. str.	—	—	CHINA MAIL S.S. CO. LTD.	On 9th Jan
VANCOUVER via SHANGHAI JAPAN &c	MOSTHOLE	Brit. str.	—	—	CANADIAN PACIFIC O.S. LD.	On 30th inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI &c	FUSHIMI MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 18th inst. at 11 a.m.
VICTORIA, VANCOUVER, SEATTLE & TACOMA	MEXICO MARU	Jap. str.	—	—	OSAKA SHOSSEN KAISHA	On 13th inst. at 3 p.m.
SALINA CRUZ via YOKOHAMA &c	YUKI MARU	Jap. str.	—	—	CHU KYOKU TRADING CO.	To-day.
AUSTRALIAN PORTS via MANILA	TANGO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 31st inst. at 11 a.m.
AUSTRALIAN PORTS via JAPAN	RITO MARU	Jap. str.	—	—	TOTO KISEN KAISHA	On 9th Jan
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 22nd inst. at 11 a.m.
SHANGHAI via SWATOW	SINGAI	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at Noon.
SHANGHAI via SWATOW	ERANO	Brit. str.	—	—	JARDINE, MATHESON & CO. LD.	On 12th inst. at D'light.
SHANGHAI	SUNNING	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst. at Noon.
SHANGHAI	WONG	Brit. str.	—	—	JARDINE, MATHESON & CO. LD.	On 12th inst. at D'light.
SHANGHAI MOJI & KOBE	KOROPPA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 17th inst. at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA	TAKARA MARU	Jap. str.	—	—	MARSHALLS MARITIME	Atent 20th inst.
SHANGHAI	NERA	Jap. str.	—	—	OSAKA SHOSSEN KAISHA	On 15th inst. at 10 a.m.
KEELUNG via SWATOW & AMOY	KAIJO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst. at 9 a.m.
SWATOW & SINGAPORE	LYNAN	Brit. str.	—	—	DOUGLAS LARSEN & CO.	On 13th inst. at 1 p.m.
SWATOW, AMOY & POUGHOW	HAIRONG	Brit. str.	—	—	JAVA-CHINA-JAPAN LIJN	On 17th inst. at 1 p.m.
SWATOW, BELEWAN-DELI & PENANG	HAIRONG	Brit. str.	—	—	JARDINE, MATHESON & CO. LD.	On 12th inst. at 3 p.m.
SWATOW, AMOY & DOCHOW	HAIRONG	Brit. str.	—	—	CLAYDON PACIFIC O.S. LD.	About 12th inst. at 4 p.m.
MANILA	LOONGSANG	Brit. str.	—	—	OSAKA SHOSSEN KAISHA	On 20th inst. at Noon.
SINGAPORE, COLOMBO and BOMBAY	DURIEA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 4th Jan.
SINGAPORE	RYU WEST	Brit. str.	—	—	JARDINE, MATHESON & CO. LD.	To-morrow at 3 p.m.
BOMBAY via SINGAPORE, P'WITTENHAM &c	RYUKU MARU	Jap. str.	—	—	JAVA-CHINA-JAPAN LIJN	On 25th inst.
BOMBAY via SINGAPORE, MALACCA & COLOMBO	TENSHIN MARU	Jap. str.	—	—	JARDINE, MATHESON & CO. LD.	On 14th inst. at 3 p.m.
SANDAKAN	MAISANG	Brit. str.	—	—	JAVA-CHINA-JAPAN LIJN	On 12th inst.
BATAVIA	TIJIKIN	Dut. str.	—	—	CHU KYOKU TRADING CO.	On 16th inst.
STRAITS & CALCUTTA	KWASANG	Brit. str.	—	—		
SAIGON	NLS	Dut. str.	—	—		
SAIGON	KISHUN MARU	Jap. str.	—	—		

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E. V. D. PARR,

Superintendent.

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PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	TO	DATE	TIME
SANDAKAN	MAUSANG	Wed, 11th Dec.	Noon.
SHANGHAI via SWATOW	ERANG	Thurs, 12th Dec.	D'light
SHANGHAI	WOSANG	Fri, 13th Dec.	D'light
MANILA	LOONGSANG	Fri, 13th Dec.	3 p.m.
STRAITS & CALCUTTA	KWASANG	Sat, 14th Dec.	3 p.m.
MANILA	XUENSANG	Fri, 20th Dec.	3 p.m.

CALCUTTA LINE.—This Line is temporarily discontinued owing to the war, but as present a monthly service is maintained with Calcutta by the s.s. "KWASANG" and "VITIM." Calling at Singapore and Penang. The former vessel has excellent passenger accommodation, is fitted with Electric Light and Fans, and carries a fully qualified Surgeon.

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General Agents.

C. N. C.  
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SINGAN"	On 10th Dec. Noon.
SWATOW AND SINGAPORE	"LINAN"	On 15th Dec. 9 A.M.
SHANGHAI	"SUNNING"	On 12th Dec. Noon.
SHANGHAI	"YINGCHOW"	On 14th Dec. 3 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation, Ample Electric Light and Fans in Saloons and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

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REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers Electric Light and Fans in state-rooms and Saloons and Excellent cuisine.

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SWATOW, AMOY AND FOCHOW  
AND RETURN.

(Occupying 8 to 10 Days).

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"HAIKAN" ... Capt. A. E. Higgins ... TUESDAY, 17th Dec. at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blakes Pier).

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## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a daily qualified cargo.

Freight or Passage apply to—

DAVID SASSOON & CO., LTD.  
Agents.

## P. &amp; O. S. N. CO.

## ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT TO

## MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hongkong	Connecting Mail	Due at	Due at
Colombo	Leave Hongkong Noon	Str. from Colombo	MARSEILLES	LONDON

When Passengers change Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking. On the Australian Route Clinker Interchangeable with Orient Line.

SAILINGS DIRECT TO  
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.

Leave Hongkong About

Passengers may travel by Railway in Japan between Ports of Call free of charge.

INTERMEDIATE STEAMERS (Non-Transshipment). IN ADDITION TO THE ABOVE MAIL STEAMERS, WILL LEAVE DIRECT FOR MARSEILLES AND LONDON, Calling at SINGAPORE, PORT SWITZERLAND, PENANG, COLOMBO AND PORT SAID. CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES. (Proposed Sailings.)

Steamers	Leave Hongkong	Leave Suez	Due at	Due at
	about	about	MARSEILLES if sailing about	LONDON about
The Intermediate Service is Temporarily Suspended.				

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS. All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp. Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

## NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice. Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GOSNELL & DUGGLES, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns. For further information, Passage Fares, Freight, Handbooks, Dates of Sailing, etc., apply to

E. V. D. PARR,  
Superintendent.

NIPPON YUSEN KAISHA.  
(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMERS & DISPLACEMENT	SAILING DATES
SHANGHAI KOBE & YOKOHAMA	TAMBA MARU 12,510 Tons	17th Dec. 11 A.M.
YOKOHAMA	KAMAKURA MARU 12,410 Tons	17th Dec. 11 A.M.
NAGASAKI KOBE & YOKOHAMA	NIKKO MARU 9,600 Tons	22nd Dec. 11 A.M.
YOKOHAMA	KITANO MARU 13,980 Tons	18th Jan. 11 A.M.
SHANGHAI MOJI & KOBE	YOROPPA MARU No. 2 7,000 G.R.	14th Dec.
LONDON or LIVERPOOL	KAGA MARU 12,300 Tons	18th Dec. at 11 A.M.
VIA SPORE, PENANG, COLOMBO, SUEZ, PORT SAID, and MARSEILLES	YOKOHAMA MARU 12,340 Tons	30th Dec. at 11 A.M.
MELBOURNE VIA MANILA, ZAMBOANGA, TRINIDAD, TOBYVILLE, BRISBANE & SYDNEY	TANGO MARU 13,730 Tons	31st Dec. at 11 A.M.
NEW YORK		
SHANGHAI KOBE YOKOHAMA SAN FRANCISCO and PANAMA CANAL		
BOMBAY VIA SINGAPORE, MALACCA & COLOMBO	TENSHIN MARU 6,470 G.R.	4th Jan.
CALCUTTA VIA SINGAPORE, PENANG, and RANGOON	YEBOSHI MARU 6,600 G.R.	13th Dec.

† Omitting Shanghai and/or Moji. † Wireless telegraphy.

## HONGKONG, VICTORIA, B.C., SEATTLE

MANILA, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & YOKOHAMA.

Operated by the magnificent and splendidly equipped passenger steamers "FUSHIMI MARU," "SUWA MARU," "KASHIMA MARU" and "KATORI MARU," each of over 30,000 tons displacement.

Next SAILINGS FROM HONGKONG.

† FUSHIMI MARU ... WED., 18th Dec., at 11 A.M.  
† KASHIMA MARU ... SAT., 21st Dec., at 11 A.M.  
† Omitting Manila, Hongkong.

For further information apply to

NIPPON YUSEN KAISHA.  
S. MOJI, Manager.

Telephone 751 and 825

## TOYO KISEN KAISHA.

## SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
WINDY MARU	23,000	THURS., 19th Dec.
KOREA MARU	30,000	17th Jan. 1919.
SIBERIA MARU	30,000	30th Jan.
TENYO MARU	22,000	8th Feb.

## SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO, CRUZ, BALBOA, CALLAO, ARIACA AND IQUITQUE.

THENCE BY TRANS-ANDRAN SOUTH TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
KIYO MARU	17,200	Jan. 9th, 1919.

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICE, LINES, and the PACIFIC MAIL STEAMSHIP CO.

Passengers may travel by Rail between Ports of Call in Japan free of Charge.

For full information as to rates, sailings, etc., apply to—

TELEPHONES 374 and 375.

T. DAIGO, Manager,  
King's Building.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

SERVICE TO AND FROM SHANGHAI.

SERVICE TO AND FROM EUROPE.

For SHANGHAI—The Steamer "NERA" will leave on or about Dec. 23rd.

Ports of call:—Shanghai, Hongkong, Haiphong, Saigon, Singapore, Colombo, Djibouti, Suez, Port Said, Marseilles.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, apply to

TELEPHONE 740.

J. TOURTET,  
Acting Agent,  
Queen's Building.

## O. S. K.

## OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

MARSEILLES—Monthly direct service via Singapore and Port Said. "GANGES MARU" Wednesday, 18th December.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

MAURITIUS, DELAGOA BAY, DURBAN. "INDUS MARU" Tuesday, 31st Dec., at Noon.

BOMBAY COLOMBO—Regular fortnightly service via Singapore. "KENKON MARU" Friday 3rd December, Noon.

BATAVIA, SOERABAYA, SAMARANG—Monthly direct service.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U. S. in connection with Chicago Milwaukee and St. Paul Railway.

"MEXICO MARU" Thursday, 19th December, at 3 P.M.  
"ARABIA MARU" Monday, 24th January, 3 P.M.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the Sun Yip wharf, near the Harbour Office.

For TAKAO via SWATOW AND AMOY.

For KEELUNG via SWATOW AND AMOY. "KAJO MARU" Sunday, 15th December, at 10 A.M.

For sailing dates and further particulars please apply to—

K. YAMASAKI,  
Manager.

Tel. No. 744 and 745

No. 1, Queen's Building.

## CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (15,000 tons, American Registry)

"CHINA" (10,000 tons, American Registry)

SAILINGS FROM HONGKONG FOR

## SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" Jan. 9th, 1919.

"CHINA" Feb. 6th, 1919.

[An unsurpassed high-class passenger service.]

Princes' Building

O. H. RITTER, Freight and Passenger Agent,  
100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000.

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